L

LARCHMONT YACHT CLUB
ORGANIZED
1880.
INCORPORATED
1887.

1901

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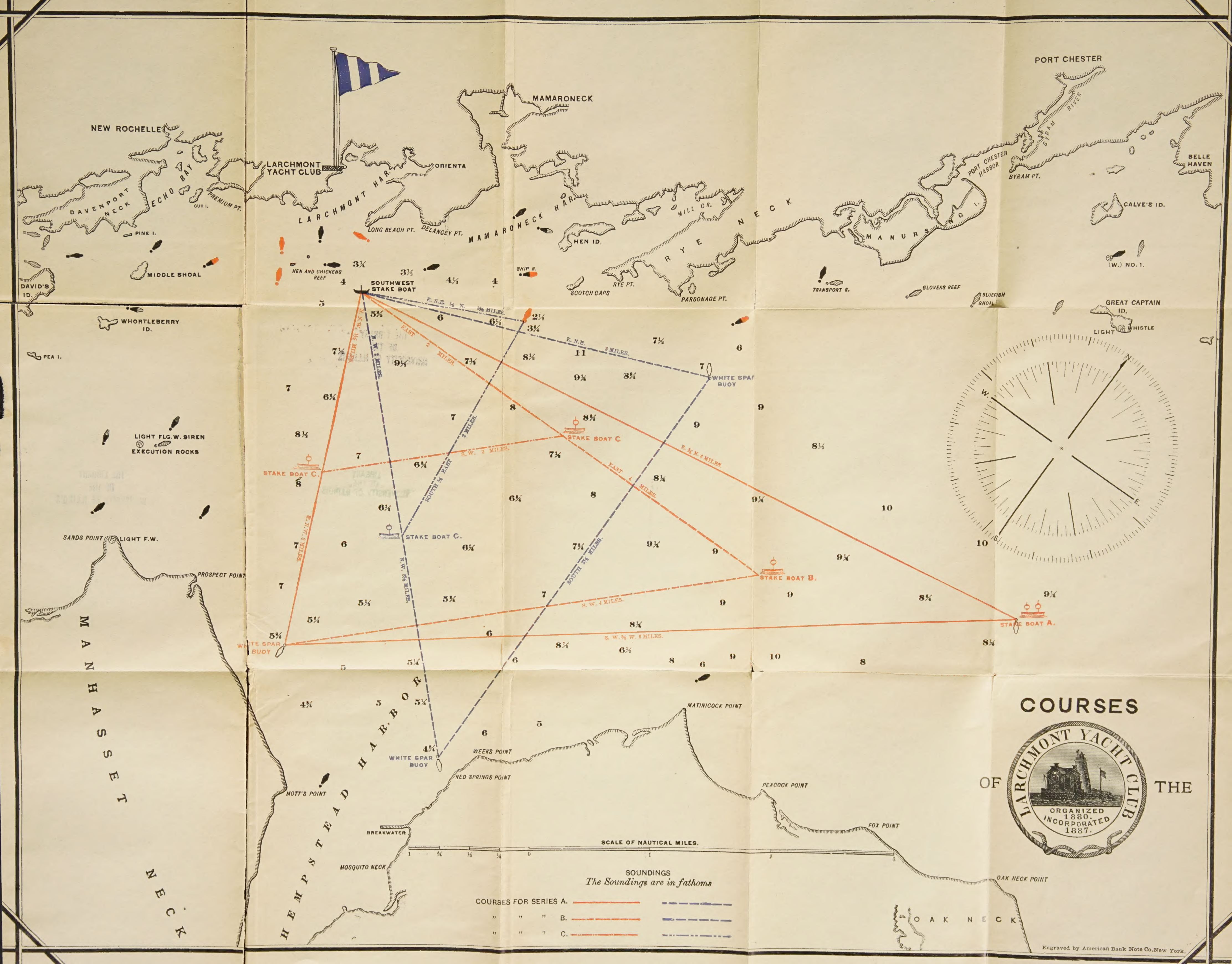

COURSES OF THE LARCHMONT YACHT CLUB

LARCHMONT YACHT CLUB ORGANIZED 1880. INCORPORATED 1887.

SOUNDINGS

The Soundings are in fathoms

COURSES FOR SERIES A.

" " " B.

" " " C.

SCALE OF NAUTICAL MILES.

NEW ROCHELLE
LARCHMONT YACHT CLUB
ORIENTA
MAMARONECK
PORT CHESTER
BELLE HAVEN
BYRAM PT.
BYRAM RIVER
PORT CHESTER HARBOR
CALVE'S ID.
DAVENPORT NECK
ECHO BAY
GUT I.
PREMIUM PT.
PINE I.
MIDDLE SHOAL
DAVID'S ID.
LARCHMONT HAR.
LONG BEACH PT.
DELANCEY PT.
MAMARONECK HAR.
HEN ID.
MILL CR.
RYE NECK
MANURSING I.
HEN AND CHICKENS REEF
SOUTHWEST STAKE BOAT
SHIP R.
SCOTCH CAPS
RYE PT.
PARSONAGE PT.
TRANSPORT R.
GLOVERS REEF
BLUEFISH SHOAL
(W.) NO. 1.
GREAT CAPTAIN ID.
LIGHT
WHISTLE
WHORTLEBERRY ID.
PEA I.
LIGHT FLG.W. SIREN
EXECUTION ROCKS
SANDS POINT
LIGHT F.W.
PROSPECT POINT
MANHASSET NECK
HEMPSTEAD HARBOR
MOTT'S POINT
BREAKWATER
MOSQUITO NECK
WEEKS POINT
RED SPRINGS POINT
MATINICOCK POINT
PEACOCK POINT
FOX POINT
OAK NECK POINT
OAK NECK
E.N.E. ½ N. 1½ MILES.
E.N.E. 3 MILES.
WHITE SPAR BUOY
N.N.W. ¾ MILES.
N.W. 2 MILES.
EAST 2 MILES.
STAKE BOAT C
2 MILES.
S.W. 2 MILES.
STAKE BOAT C.
SOUTH ¼ EAST
E. ¾ N. 6 MILES.
EAST 4 MILES.
STAKE BOAT B.
S.S.W. 5 MILES.
N.W. 3¾ MILES.
SOUTH 3¾ MILES.
S.W. 4 MILES.
S.W. ¾ W. 6 MILES.
STAKE BOAT A.
WHITE SPAR BUOY
N
E
S
W
1 ¾ ½ ¼ 0 1 2 3
3¼ 3½ 4½ 4 4 5 5¾ 6 6½ 2½ 3¾ 7½ 6 7½ 9¼ 7⅓ 8½ 11 9¼ 8¾ 7 9 7 6¾ 8 8¾ 9 8½ 8¼ 7 8 7½ 8¾ 6¾ 8 9¼ 10 6½ 6 6¼ 7¼ 9¼ 9 10 7 6 9¼ 7 5½ 5¾ 9 9 8¾ 9¼ 5¾ 8¼ 6 8¼ 6½ 8 6 9 10 8 5 5¼ 4¾ 5 5½ 6 5 4⅓

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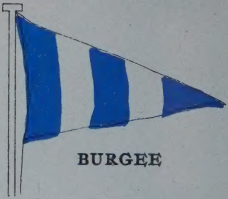
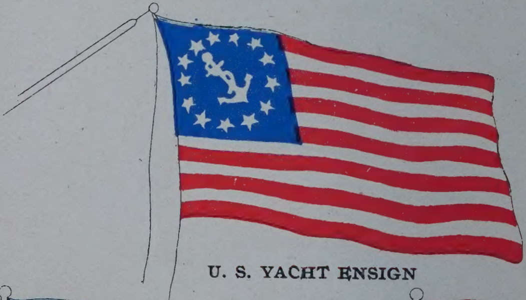


BURGEE



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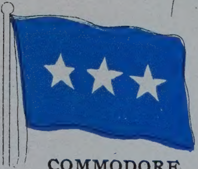
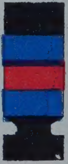


COMMODORE

NIGHT



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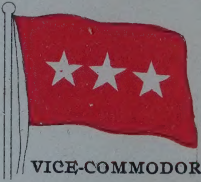
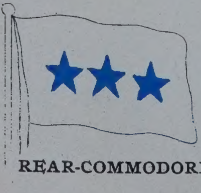
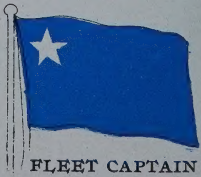


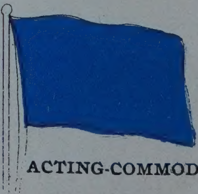
VICE-COMMODORE



REAR-COMMODORE



FLEET CAPTAIN



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CONSTITUTION, BY-LAWS,

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Larchmont Yacht Club

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ORGANIZED
1880.
INCORPORATED
1887.

CORPORATE SEAL.

LARCHMONT, N. Y.

1901.

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1901

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Attention is called to the Notice respecting Breakwaters at page 247. Also to notice respecting Gas Buoy at page 248.

412386

OFFICERS.

Commodore.
FREDERICK T. ADAMS.

Vice-Commodore.
WILSON MARSHALL.

Rear Commodore.
FREDERICK M. HOYT.

Secretary.
A. BRYAN ALLEY.

Treasurer.
WILLIAM MURRAY.

Measurer.
JOHN HYSLOP.

Trustees.
THE COMMODORE,
THE SECRETARY, THE TREASURER.

Class of 1902.
FRANCIS M. SCOTT,
EUGENE L. BUSHE.

Class of 1903.
AUGUSTIN MONROE,
EDWARD S. HATCH.

Class of 1904.
WILLIAM B. JENKINS,
EDWARD J. GREACEN.

COMMITTEES.

House Committee.

AUGUSTIN MONROE, Chairman.
EDWARD J. GREACEN. THE COMMODORE, Ex-Officio.
WILLIAM B. JENKINS. THE TREASURER, Ex-Officio.

Library Committee.

FRANK D. SHAW, Chairman.
WILLIAM G. SCOTT. GEORGE W. PLUM.
LIEUT. HENRY MORRELL, U. S. N.

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Regatta Committee.

JOHN F. LOVEJOY, Chairman.
FRANK HARDY. HOWARD W. COATES.

Golf Committee.

F. W. FLINT, Chairman.
F. A. MOORE, Secretary.
ALFRED MARSHALL. EDWARD S. HATCH.
RICHARD COBDEN. ALBERT J. MORGAN.

Fleet Surgeon.

WILLIAM E. BULLARD.

MEMORANDA.

CLUB HOUSE AND ANCHORAGE,
LARCHMONT, N. Y.

LATITUDE	40° 55′ 26″.
LONGITUDE	73° 44′ 43″.

LONG DISTANCE TELEPHONE CALLS, NO. 26 AND NO. 96 LARCHMONT, N. Y.

ADDRESSES:

Secretary.

A. BRYAN ALLEY . . . . Larchmont, N. Y.

Treasurer.

WILLIAM MURRAY . . . . Larchmont Yacht Club,
Larchmont, N. Y.

Measurer.

JOHN HYSLOP . . . . . Manhattan, 4 River View Terrace,
New York City.

REGATTA COMMITTEE . . . . Larchmont, N. Y.
LIBRARY COMMITTEE . . . . Larchmont, N. Y.
ART COMMITTEE . . . . Larchmont, N. Y.
GOLF COMMITTEE . . . . Larchmont, N. Y.

Architect of the Club House.

HENRY F. KILBURN . . . . 156 Fifth Ave., N. Y.

The Club Buttons may be obtained at the Club House, or will be forwarded by the Secretary on application.

Club Cap, Cap Ornaments and Braid.
R. DUNLAP & CO. . . . 178 Fifth Ave., and 181 Broadway, N. Y.
Club Burgee.
ANNIN & CO. . . . . 99 Fulton St., N. Y.
Club Night Signal.
WILLIAM F. COSTON . . . . 7 Water St., N. Y.

Extra copies of the Club Book may be procured from the Secretary at one dollar per copy.

CLUB FIXTURES.

SATURDAY, JUNE 15.

Spring Regatta open to all Classes.

THURSDAY, JULY 4.

Twentieth Annual Regatta open to all Classes.
Steamer "Albertina" for Members and Guests.

LARCHMONT RACE WEEK.

COMMENCING

SATURDAY, JULY 13.

Open Regatta for all Classes.
First Race of Series for Class D, 75 Feet R. L.
First Race of Series for Class I, 70 Feet R. L.
First Race of Series for Class K, 51 Feet R. L.
First Race of Series for Larchmont 25 Footers.
First Race of Series for 21 Foot Raceabouts.

MONDAY, JULY 15.

Race for Schooners in Cruising Trim in one Class.
Second Race of Series for Class D, 75 Feet R. L.
Second Race of Series for Class I, 70 Feet R. L.
Second Race of Series for Class K, 51 Feet R. L.
Second Race of Series for Larchmont 25 Footers.
Second Race of Series for 21 Foot Raceabouts.

TUESDAY, JULY 16.

Four Oared Gig Race for "Hen and Chicken Colors," presented by Ex-Commodore Gillig.

Two Oared Gig Race for "Dauntless Colors," presented by Mrs. C. L. F. Robinson.

Dingy Race for "Execution Colors," presented by Mr. H. B. Seeley.

Races for Naphtha and Alco. Vapor Launches exceeding 21 Feet L. W. L.

Races for Naphtha and Alco. Vapor Launches 21 Feet L. W. L. and under.

Tub Races and Water Sports.

WEDNESDAY, JULY 17.

Open Regatta for all Classes.

Third Race of Series for Class D, 75 Feet R. L.

Third Race of Series for Class I, 70 Feet R. L.

Third Race of Series for Class K, 51 Feet R. L.

Third Race of Series for Larchmont 25 Footers.

Third Race of Series for 21 Foot Raceabouts.

THURSDAY, JULY 18.

Fourth Race of Series for Class D, 75 Feet R. L.

Fourth Race of Series for Class I, 70 Feet R. L.

Fourth Race of Series for Class K, 51 Feet R. L.

Fourth Race of Series for Larchmont 25 Footers.

Fourth Race of Series for 21 Foot Raceabouts.

Race for Class L.

FRIDAY, JULY 19.

Race for Class B in Cruising Trim.
Fifth Race of Series for Class D, 75 Feet R. L.
Fifth Race of Series for Class I, 70 Feet R. L.
Fifth Race of Series for Class K, 51 Feet R. L.
Fifth Race of Series for Larchmont 25 Footers.
Fifth Race of Series for 21 Foot Raceabouts.
Race for Yawls under 43 Feet R. L. in one Class actual time allowance.

SATURDAY, JULY 20.

Open Regatta for all Classes.
Sixth Race of Series for Class D, 75 Feet R. L.
Sixth Race of Series for Class I, 70 Feet R. L.
Sixth Race of Series for Class K, 51 Feet R. L.
Sixth Race of Series for Larchmont 25 Footers.
Sixth Race of Series for 21 Foot Raceabouts.

During Race Week Series Races will be given in Class D of Schooners and Classes I, K, the Larchmont 25 Footers and the 21 Foot Raceabouts. First and Second Prizes will be given for each race in each Class. In addition thereto Commodore F. T. Adams offers to the winners of the greatest number of points in Classes I, K, the Larchmont 25 Footers and the 21 Foot Raceabouts during the week, prizes to be known as "The Adams' Cups," and to the winners of the next greatest number of points in each Class the Club will award Second Prizes, also a prize to the winner of the greatest number of points in Class D. Points to count as follows:

The winner is credited with twice the number of the second yacht.

The second yacht with twice the number of the third.

The third with twice the number of the fourth, etc., the last yacht being credited with one point.

During Race Week should the owners of two or more Yachts in any one Class, not provided for, desire to race, the Regatta Committee will, upon application, provide for same, and suitable prizes will be awarded.

SATURDAY, AUGUST 31.

Race for Class D of Schooners.
Race for Class I, 70 Feet R. L.
Race for Class K, 51 Feet R. L.
Race for Class L, 43 Feet R. L.

MONDAY, SEPTEMBER 2 (Labor Day).

Fall Regatta open to all Classes.

SATURDAY, SEPTEMBER 14.

Race for "Larchmont Cup for Schooners."
Race for Class G Yawls.
Race for Class I, 70 Feet R. L.
Race for Class K, 51 Feet R. L.
Race for Class L, 43 Feet R. L.

List of Yachts Enrolled in the Larchmont Yacht Club.

SCHOONERS.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L.W.L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
F 1	AGNES	C. B.	J. Norton Winslow	61	8	53	11	16	9	5	6
A 1	ALSACIENNE	Keel	Caius C. Bragg	131		112		25	2	12	6
	AMAZON	Keel	William M. Walker	108		90		21		10	
D 1	AMORITA	C. B.	W. Gould Brokaw	99	6	69		20		13	
	ARIEL	C. B.	Francis L. Leland	109		79	10	21	6	10	1
B 4	ATLANTIC	C. B.	Wilson Marshall	93	1	84	1	23	3	8	6
	AVALON	C. B.	Francis L. Leland	75		65		20	7	7	
F 5	BEATRICE	C. B.	James C. Hamlen	72		51	2	16	5	8	6
	CALYPSO	C. B.	J. F. O'Shaughnessy	67		54	4	17	2	6	4
D 7	CARLOTTA	Keel	Charles F. Ulrich	79	10	65		16		10	
F 7	CLOCHETTE	Keel	Eugene L. Bushe	61	5	50	8	14	2	6	6

SCHOONERS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
C 3	CLYTIE	C. B.	Henry C. Ward	85		78	3	21	8	9	
	CORONA	C. B.	Lewis Cass Ledyard	123		86		24		15	
	COMET	C. B.	William H. Langley	89		74	11	22		6	10
C 5	CRUSADER	C. B.	Seymour L. Husted, Jr.	91	3½	83	7¾	21	6	8	3
B 7	EMERALD	C. B.	William E. Iselin	117		85		22		14	
A 5	FLEETWING	Keel	Joseph R. De La Mar	126	4	104	9	23	10	12	
	FORTUNA	Keel	Henry R. Wolcott	109	4	96		26	6	12	8
	GARDETTA	......	Robert F. Straine	65		59				7	
F 14	GEVALIA	C. B	Howard W. Coates	77		59	4	19	6	7	
	INGOMAR	C. B.	M. F. Plant	90		63		18	4	8	2
	KATRINA	C. B.	Jas. B. Ford	85	6	69	4½	20	4	9	3
	KIWASSA	Keel	E. P. Morse	79		62		19		10	
	LATONA	C. B.	Henry C. Eno	96		70		19	6	8	6

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
F 3	LESLIE	C. B.	Col. C. McLean	60		47	2	15		6	8
	LUCILE	C. B.	Edward A. Morrison	68	8	48		16	8	6	10
	LYDIA	C. B.	H. F. G. Wey	50	6	44	6	16		5	6
	MARGUERITE	C. B.	Prescott Hall Butler	96	11	79	11	21		11	
	MILADI	Keel	C. B. Mason	70		46		15		9	
B 13	MONTAUK	C. B.	William H. Langley	104	5	96	3	25	4	8	
	MURIEL	C. B.	Chas. Smithers	99		68		20		12	
	NEAERA	C. B.	Thomas A. McIntyre	76		54	2½	17	9	7	10
D 16	NIRVANA	Keel	George G. Tyson	80	4	71	9	20	3	9	
	ORITHYIA	Keel	Frederick H. Lee	63		55		16	4	8	6
D 19	QUISSETTA	Keel	Henry F. Lippett	96		66	1½	18		10	8
	RAMONA	Keel	B. M. Whitlock	133		110		25	7	12	2
B 16	SACHEM	C. B.	Frederick T. Adams	102	2	87	3	23	8	8	10

SCHOONERS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
D 21	SHAMROCK	Keel	Willard P. Ward	80	3	70	6	19	7	8	5
	THISTLE	Keel	Robert E. Tod	150		110		28		14	
	UNCAS	C. B.	Wm. H. Russell	66	6	46	6	16	6	6	6
	UNDERCLIFF	Keel	F. Lewis Clark	88		67		19		8	9
B 20	VARUNA	Keel	Frank K. Sturgis	93	9⅛	86	5	22	11¾	10	4
	WAYFARER	C. B.	William M. Ivins	90	6	78		21		8	3
	WAYWARD	Keel	F. W. Duryea	76		60	6	14	6	11	
	WINONA	Keel	Thomas S. Leoser	85	2	73	9	19	5	8	

AUXILIARY SCHOONERS.

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
INTREPID	Lloyd Phoenix	164		132		27		13	6
LAURUS	Jas. C. Ayer	68		46		15	6	7	
PALMER	F. K. Sturgis								
TRIONYX	James McLoughlin and Chas. McLoughlin.	75		63		13	4	5	6
H. B.	J. M. Macdonough	100		92	3	23		6	

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L.W.L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	AILSA (Yawl)	Keel	H. S. Redmond	126		89		26		16	
	ALA	Keel	Wm. M. Barnum	32	6	20	10	6		5	
L 61	ALBICORE (Yawl)	Keel	Seymour J. Hyde	52		36	2½	11	6	7	6
	ALERION	Keel	A. H. Alker	40		27	6	9	6	6	6
	ASHUMET	C. B.	G. Paulding, 2d	45	4	31		14	10	3	
	ASTRILD	Keel	H. W. Hanan A. G. Hanan	87		60	6	16		11	
M 7	AUDAX (Yawl)	Keel	Henry W. Eaton	42	6	30		10	3	6	6
	AWA	C. B.	A. K. Bolan	52		39	9	15		6	
N 12	BONNIE DOON	C. B.	Arthur Gibb	43		28	10	12	4	2	3
L 5	BONNIE KATE	Keel	C. E. Knoblauch	43		30		12		7	
P 14	BRENDA	Keel	Francis M. Scott	25	2	21		8	2	4	3
	BUBBLE	C. B.	E. H. Weatherbee	42	9	28		11		4	

CABIN SLOOPS, CUTTERS AND YAWLS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
N 15	CARA	Keel	Geo. Edward Ide	38		25	6	9		6	
N 16	CAROLINA	Keel	Pembroke Jones	42		30		8	4	7	
	CHEROKEE	C. B.	E. W. Clark, Jr	48		30		13		2	6
	COLUMBIA	Keel	C. O. Iselin	132		90					
	CONSTITUTION	Keel	W. Butler Duncan, Jr., et al.			90					
	COUNTESS	Keel	Oswald Sanderson	54		32		11	6	8	
P 19	COYOTE	C. B.	Henry W. Bucknall	25	10	20	6	9	7	1	8
	DAWN (Aux. Yawl)		E. N. Brandt, M. D.	38		30		14		4	6
G 2	DEFENDER	Keel	Wm. K. Vanderbilt, et al.	124		88	5	23	3	19	
M 21	DELVYN	Keel	M. Roosevelt Schuyler	41	6	33	6	6		7	
N 26	DEPARTURE	Keel	C. Barnum Seeley	43		29	6	8	2	7	
	DOLPHE	C. B.	J. Adolph Mollenhauer	24	6	15		6		1	4
	DRAGOON (Yawl)	C. B.	F. M. Freeman	54		35		15		4	9

CABIN SLOOPS, CUTTERS AND YAWLS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	DRUSILLA	Keel	A. C. Tyler	52		34	3	9	6	8	10
	EELIN	Keel	P. T. Dodge	84		58	8	15	8	11	
	ESPERANZA	Keel	H. O. Havermeyer, Jr.	43		30		8		7	6
L 13	EURYBIA	C. B.	Charles Pryer	47		33	10½	13		6	
P 27	FANNIE	C. B.	John M. Woodbury, M. D.	23	6	21	6	8		2	6
G 3	FANNY	C. B.	Thomas P. Fiske	77		66		23		6	6
M 28	FAUNA	C. B.	Moses Bulkley 2nd	36	5	29	8	12		4	
M 32	GHOST (Lugger)	Keel	Paul E. Stevenson	37	2	35	10	9	5	3	4
	GOBLIN	Keel	F. S. Salisbury	39		25		9	3	6	
	GOSSIP	......	Dallas B. Pratt	23		17					
	GRACE	C. B.	H. G. Timmermann	46		33		13	6	3	
	GRETCHEN	C. B.	Wm. M. Ivins	44	7	33		13	3	5	
J 15	GULNARE	C. B.	John E. Dwight	54		46		14	6	5	

CABIN SLOOPS, CUTTERS AND YAWLS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
N 39	HERA	Keel	Ralph N. Ellis	42	1	29	6	8	4	7	1
	HESTER	Keel	C. L. F. Robinson	95		69		17	6	12	
	HUGUENOT	Keel	Edward Kelly	75		44		16		10	3
	HUMMA	Keel	J. R. Maxwell	71		44		14		10	2
H 4	HURON (Yawl)	Keel	Edward S. Hatch	74		64		15	9	11	6
L 59	HUSSAR	C. B.	H. W. Putnam, Jr.	50	1½	33		15		3	8
	IMPERIA	C. B.	Henry C. Eno, M. D.	46		42		15	3	5	
	IRENE	Keel	G. H. Robinson	41		33		13	3	6	6
	IREX	C. B.	Cord A. Meyer	53		35		13	5	6	
	ISOLDE	Keel	F. M. Hoyt	84	6	60		17		11	6
K 18	JESSICA	Keel	M. Roosevelt Schuyler	61		45	11	10	6	10	1
M 37	J. H	C. B.	W. F. S. Hart	36	6	31	6	12	9	3	10
	JONQUIL	C. B.	R. B. Roosevelt, Jr	40		33		12		3	

Cabin Sloops, Cutters and Yawls—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L.W.L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	JOSEPHINE	C. B.	James S. Harris	65		49	2	17	9	6	9
	KANIMA	C. B.	A. K. Bolan	40	3	32	1	13		5	1
	KATHAMA	C. B.	H. O. Havemeyer, Jr.	33		21		7	8	4	
	KATRINA	Keel	Charles Smithers	42	6	34	7	14		5	8
	KELPIE	Keel	W. Lee Howard, M. D.	45	6	38	5	15	5	5	4
	LAMBKIN	Keel	Stephen W. Roach	24		14		6	6	3	6
	LEDA	Keel	Henry L. Maxwell	52	3	32		11	3	8	
	LUDEAH	Keel	J. M. Daggett	35		55		10	6	9	6
N 52	LYNX	Keel	Robert B. Roosevelt, Jr.	40		27		9		6	
	MAB II	Keel	C. V. Brokaw	42		25		8	6	6	
	MANON (Yawl)	C. B.	J. Dunbar Wright	25		18		5	6	0	6
M 44	MARJORIE	Keel	S. T. Hubbard, Jr.	38	2	28	6	10	6	7	2
	MAYA	Keel	F. M. Hoyt	28		20	2	7	4	4	3

CABIN SLOOPS, CUTTERS AND YAWLS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L.W.L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	MINEOLA	Keel	August Belmont	106		70		19	5	14	
	MIRA	Keel	Chas. Lane Poor	54		35	3	12		8	
	NADIR	Keel	Fred. Glassup	34	8	29	3	10		7	
G 8	NAVAHOE	C. B.	Royal Phelps Carroll	126		85		23		12	7
P 51	NEEDLE	Keel	Harry T. Shriver	34		25		7	2	5	6
	NEI SAN	C. B.	J. M. Woodbury	42		25		10	6	4	6
P 53	NORA	Keel	Gerard M. Barretto	26	1	21	6	7	11	4	8
	NORWINA	Keel	Wm. L. Ward	58	4	35		12		8	11
	OISEAU	Keel	J. R. Maxwell, Jr.	42		25	5	10		6	5
	PALADIN (Ketch)	Keel	Walter C. Hubbard	67		45		15		8	
	PAULINE	Keel	Geo. Bullock	45		30		10		7	
M 109	POSSUM	Keel	J. R. Maxwell, Jr.	43		30		10		7	
N 72	PUCK	Keel	E. D. Morgan	42	1	29	6	8	4	7	1

CABIN SLOOPS, CUTTERS AND YAWLS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	PYXIE	Keel	E. L. Hopkins	36	2	23	7	7	8	6	6
	RAINBOW	Keel	Cornelius Vanderbilt	106		70		19	5	14	
	RAMBLER	Keel	J. Ross Collins	42		30		11	6	6	
	RAZMATANG	Keel	G. F. Baker, Jr	48		29	10	10	11	7	
	REL	C. B.	R. H. Eggleston	33		21		10		2	
	ROCHELLE	Keel	Edward Kelly	42	6	24		8	6	4	6
N 76	ROMA	Keel	E. C. Moffat	34	2	24	8	7	2	5	6
M 59	ROSALIND	Keel	J. C. Ayer	37	10	29	7	10	1	6	9
	SAHIB (Yawl)	C. B.	Ernest Hubbard, M. D	23		18		7		3	6
	SAKANA (Yawl)	Keel	Andrew B. McCreery	46		30	11	12		6	5
L 46	SENORITA	C. B.	J. Maxwell Williams	38		32		12	6	3	6
	SIROCCO	Keel	H. B. Duryea	73	7	45		14	3	10	3
	SISTAE	C. B.	Jno. B. Rhodes	71		44	6	14		8	

Cabin Sloops, Cutters and Yawls—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	SNAPPER..........	Keel	A. Bryan Alley..................	31		21		7		5	
N 86	SUSIE...............	Keel	Frank W. Duryea...............	36	3	26	6	10	4	4	4
K 34	SYCE.................	Keel	H. S. Redmond..................	70		44	10	13	3	10	3
	TERN................	Keel	Jno. Hyslop......................	48		33	7½	10	8	6	7½
	TOMAH (Auxiliary)	C. B.	Bradley L. Eaton................	50		45		13	6	3	
L 51	TROCHILUS (Aux. Yawl)....	Keel	Mayhew W. Bronson	48		39	6	15		7	
P 69	VAQUERO II.......	Keel	H. B. Duryea.....................	39		26		......		6	
N 92	VAQUERO III......	Keel	H. B. Duryea.....................	42		30		......		7	2
G 11	VIGILANT..........	C. B.	Percy Chubb	128		85		26		12	4
L 53	VIKING.............	Keel	C. E. Birdseye...................	40		35	8	14	5	7	4
N 94	VIVIEN.............	C. B.	Edward J. Greacen.............	28		26	6	9	8	2	8
M 71	VORANT II.........	Keel	Geo. G. Tyson...................	45		29	6	10		6	9
M 74	WANDA (Yawl). ...	C. B.	Robert B. Roosevelt, Jr.........	48		31		14		3	

CABIN SLOOPS, CUTTERS AND YAWLS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L.W.L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Q 37	WAVE..............	Keel	Amzi L. Barber....................	28		18		4	6	......	
H 11	WAYWARD.........	Keel	Duncan S. Ellsworth............	76		60	6	14	6	11	
H 14	WIZARD............	C. B.	William Hester..................	63		58		18		6	
	XARA...............	Keel	Geo. W. Scott....................	48		40	6	13		8	6

MAINSAIL (CABIN) BOATS.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	AGLAIA	......	Howard Willets	33	6	30		13	6	3	
T 7	DIONE	C. B.	Tarrant Putnam	29		23		11		3	
T 22	GREYHOUND	C. B.	John M. Woodbury, M. D	24		24		9	6	......	
S 27	IRIS	C. B.	Elbridge T. Gerry	26	6	25	11	12		2	4
S 36	NYMPH	C. B.	Frederick W. Flint	30		26		12		3	
T 142	PASTIME	C. B.	William Haigh	26	6	24		11		2	9
	PELE	C. B.	T. A. Lord	23		21		10		2	9
T 45	PELICAN	C. B.	Howland Pell	25		22		10		2	6

JIB AND MAINSAIL (OPEN) BOATS.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
P 16	CELIA	Keel	Charles A. Gould	31		21		6	3	5	6
P 17	CHIN CHIN	C. B.	George W. Scott	25		25		8	6	3	1
	CONSTANCE	C. B.	Edwin M. Post	31		17	6	8		1	6
	DITTO	C. B.	H. S. Redmond	33		21		7	8	4	
P 31	FLORENCE	C. B.	Richard H. Eggleston	21	10	21	10	9		1	8
P 32	FOLLY	Keel	George Bullock	32	6	22	6	7		6	
	GLORIA	C. B.	J. R. Maxwell, Jr.	33		21		7		4	
Q 16	HYALE	C. B.	W. F. S. Hart	25		17		8		2	6
R 9	IDEAL	C. B.	H. O. Havemeyer, Jr.	21	9	15		6	3	0	6
	IDLE	C. B.	Wm. H. Russell	33		21		7	8	4	
	I LEAD	......	H. O. Havemeyer, Jr.	21	9	15		6	3	0	6
	LORELEI	Keel	J. M. Ellsworth	38	4	25		8	4	5	6
	LUCILLE	Both	Danl. Bacon	33		21		7	8	4	

JIB AND MAINSAIL (OPEN) BOATS—continued.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
R 19	MICROBE...........	Keel	Herbert B. Seeley...............	22	5	14	9	4	7	......	
R 20	MONSOON	Keel	J. Rogers Maxwell.............	22	6	14	8	4	6	......	
P 49	NAHLI..............	C. B.	Washington E. Connor..........	24	2¾	24	2¾	12		1	7
	NELLIE.............	F. Keel	M. F. Plant.....................	34	6	26	10	7		5	
T 139	ORIENTA...........	C. B.	George I. Seney.................	21	10	21	10	9	2	1	6
	PUNKAH............	C. B.	C. C. Worthington..............	33		21		7	6	4	
	SKATE..............	C. B.	R. H. Eggleston.................	32		17	10	6		5	
	TAIFU...............	C. B.	Geo. Bullock....................	35		21		7	8	4	
P 67	VANADIS...........	C. B.	William S. McCrea..............	20	4	20	4	......		......	
Q 36	WATER WAG.......	C. B.	George W. Scott................	18		18		6		1	9

MAINSAIL (OPEN) BOATS.

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
S 70	BLONDE	C. B.	Alphonse Montant	33		29	7	12		2	
T 112	CADDIE	C. B.	J. Rogers Maxwell	21		21		9		2	
	DEARIE	C. B.	Arthur Gibb	21	3	18		7	8	1	8
	DODGE	Keel	C. A. Stevenson	14		12		4		3	
P 30	FLORENCE	C. B.	Alphonse H. Alker	22	3	22	3	9	6	1	6
	GRACIE	C. B.	Edward G. Unitt	21		19		8		2	
	HELM	C. B.	R. B. Roosevelt, Jr	21		13		6		1	6
	IDLER	C. B.	Peter J. Kane	24	6	20		8	6	3	
	JONQUIL	C. B.	R B. Roosevelt, Jr	25		......		10		3	
T 166	KENWOOD	C. B.	A. B. Cornell	26		18	3	8		2	6
	KILDARE	C. B.	T. A. McIntyre	25		19		7	10	2	
	KINGFISHER	Both	August Belmont, Jr	24		14	11½	5	10	2	9
	LOON	C. B.	William F. S. Hart	18		13		4	6	1	

Racing Number	Name	C. B. or Keel	Owner	Length over all		Length on L. W. L.		Beam		Draught	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	LOUIE BELLE......	C. B.	J. Maxwell Williams............	18		16	8	6		10	
	NEZLÉ...............	C. B	Larchmont Yacht Club.........	20		20		8	6	1	6
T 145	SAHIB...............	C. B.	William S. Alley......	22	10	22	10	......		1	2
	SANDPIPER........	C. B.	August Belmont................	24		14	11½	5	10	2	9
	SHIPMATE	C. B.	Charles H. Osgood..............	20		19	6	8	9	3	
	THE KID............	C. B.	Bayard Thayer..................	18	7	18	7	7	10	0	10
P 72	THERA (Luggar)...	Keel	John M. Woodbury, M. D.......	24		24		5		3	
	ZINGA...............	C. B.	W. Neal Banks..................	21	9	18	6	8	6	2	

STEAMERS.

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
AILEEN	Wm. B. Leeds	148	6	124		20		8	
ALBATROSS	Jacob Ruppert, Jr	114		95		16	1	7	
ALLITA	Jno. H. Flagler	105	5	......		17	4	9	
ANITA	George B. Wilson	202		158	6	22		9	
ARROW	Charles R. Flint	130		130		12	6	4	6
BARRACOUTA	Edward Kelley	134	7	114		21		11	6
BELLEHAZEN	Hazen L. Hoyt	40		37		8		2	6
BO-PEEP	Edward H. Townsend	75		60		12		4	
BUCCANEER	F. T. Morrill	148	6	128	6	20		9	3
CALYPSO	A. L. Barber	122		103		17		7	4
CAMILLA	M. C. D. Borden	60		52	2	9		3	3
CARRIE	Israel J. Merritt	106		......		15	9	6	
CHRISTABEL	Adrian Iselin, Jr	......		150		22		11	3

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
COLONIA	F. G. Bourne	189		160		22	6	9	
COLUMBIA	J. Harvey Ladew	215		165		33	6	22	
CONQUEROR	Frederick W. Vanderbilt	203		188		24	7	13	
CORA	Dave H. Morris	140		123	6	23		8	6
CYPHER	C. H. Osgood	63		54	6	16		4	6
DAWN	J. Adolph Mollenhauer	58		57		7	10	3	
DUQUESNE	Jas. G. Butler	131		107	5	15	6	5	10
ELECTRA	Elbridge T. Gerry	174		161	6	23		10	6
ELIZABETH	Chas. J. Coulter	89		81		15	10	6	
ELREBA	H. Darlington	151		125		21	6	8	6
EMBLA	John T. Williams	175		147		20		8	6
EMELINE	Stephen W. Roach	107		101		16	6	6	
FEDALMA	Aug. C. Tyler	121		102		20	4	7	6

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
FELICIA	E. W. Bliss	179		142	4	20		6	
FLORENCE	A. H. Alker	98		81		13	8	6	
IDALIA	Eugene Tompkins	176	4	140		20		8	6
INDOLENT	John C. Rhodes	106		90		16		6	
JESSIE N.	G. T. Rafferty	63		56		10	4	4	6
KISMET	J. Rogers Maxwell	140		117		18	6	10	6
LORNA	William L. Stow	99	6	64		12	4	5	5
MARGARET	Isaac E. Emerson	176		145		21		11	6
MASCOT	G. T. Rafferty	44		41		6	6	3	
MASPETH	Christian M. Meyer	86		76		13	6	4	6
MIRAGE	Cornelius Vanderbilt	81		72		10	5	3	6
NADA	Chas. R. Flint	97		88		......		5	
NARADA	Henry Walters	224		206	4	27	5	14	

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
NARWHAL	Charles H. Osgood	157		138	8	22		10	
NEAIRA	Charles A. Gould	130		115		20		7	3
NIAGARA	Howard Gould	272		247		36		16	6
NIAGARA III	Howard Gould	81		72		10	6	3	4
NORMAN	Frank Tilford	163		129	6	18	6	7	6
ORIENTA	Edward R. Ladew	101		......		12		5	
PHILOMENA	N. L. Francis	84		65		14		6	
REVA	George L. Ronalds	146	6	135		20	3	5	
RIALTO	Andrew McLean	89		70	2	13	4	5	
SAFA-EL-BAHR	Col. F. L. Leland	199	6	......		27		15	3
SAGITTA	J. R. De Lamar	191		177		25	3	13	4
SCOUT	August Belmont	81		72		10	6	3	4
STELLA	James H. Breslin	68		56	3	15	8	4	6

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
STRAE	Thomas A. McIntyre	55		50		9		4	
STROLLER	Gilbert T. Rafferty	81		72		10	6	3	3
SULTANA	William H. Langley	108		90		17	6	7	6
SYLVIA	Edward M. Brown	148		130		18	6	11	
TALISMAN	Samuel B. Sexton	143		123		7	6	7	
TARO	E. M. Post and O. F. Thomas	129		117		17	6	6	6
TAURUS	Jno. H. Hanan	165		162		27	3	14	5
TILLIE	F. L. Osgood	181		163		19		9	8
TOINETTE	E. E. Smathers	131		109		18		......	
VALIANT	William K. Vanderbilt	332		291	3	39	2	18	4
VAMOOSE	Howard Gould	112	6	107	4	12	4	4	4
VEDETTE	M. C. D. Borden	125		104		18	6	9	6
VIOLA	A. Baudouine	123		105		16		6	9

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
WACOUTA	James J. Hill	243		208		32		13	4
WANDA	G. S. Wilson	142	10	127	6	18		11	3
WASHITA	Henry W. Putnam, Jr.	100		86		14		5	
WHISPER	Thomas Manning	77	2	69	7	12	2	6	
WHITE HEATHER	H. I. Drummond	220		180		28	6	16	6
WILLADA	William Hester	128		102		16	6	6	6
ZARA	Harrison B. Moore	152		136		21	1	11	

LAUNCHES.

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
ADA	Tarrant Putnam	30		28		6	6	3	
AHMEEK	A. G. Hyde	30		28		6	6	2	
AMY	George R. Crossley	23		21	6	6		1	10
BEVERLY	Robert F. Straine	25		.....		.....		.....	
BONAIR	George B. Wilson	42		.....		10		3	6
CHERUB	George Bullock	25		.....		.....		.....	
CONSTANCE	Richard H. Eggleston	37		33		8		2	6
COQUINA	Harry Bentz	25		.....		6		.....	
DART	Wm. R. Whitner	30		.....		.....		.....	
DIXIE	J. M. Daggett	34		30		7	6	3	
ECHO	F. J. H. Merrill	64		.....		10	6	2	9
ELF	Augustin Monroe	35		28		6	6	2	3
FEARLESS	Clifford V. Brokaw	42		39		8		3	6

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
GO AWAY	Robert B. Roosevelt, Jr.	21		.....		4	6	2	
IMP	H. T. Shriver	27		24		6		2	
JESSIE	Alfred Costello	40		37		8		2	6
KEMSLEA	Edward Winslow	35	6	.....		7	9	2	8
LADY OF SHALLOT	Thos. W. Woodford	36		.....		.....		3	
LAMBKIN	Clay M. Greene	40		36	6	8	6	2	6
LEVANTER	Alfred Marshall	30		28		6		3	
MACHETTE	C. H. Osgood	40		.....		6	6	2	7
MARIE	H. S. Carpenter	46	6	40		10	6	3	
MARINA	H. B. Ogden	46		41		9	6	3	
MIDGET	Edward M. Brown	60	7	60		10	9	2	4
MONKS	Joseph Humphries	32	9	28		7	6	2	3
MUIDAS	John H. Booth	30		.....		.....		.....	

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
O'KEETEE	Dallas B. Pratt	30		.....		.....		.....	
POLLY	F. F. Proctor	21		18	6	5	6	1	8
RAMBLER	W. Dixon Ellis	86		70		14	6	4	
RUDOLPH	W. M. Leeds	25		.....		6		2	
SAPPHIRE	B. B. McGregor	35		.....		.....		.....	
SO SO	Frederick W. Flint	23		21		6		2	
SURPRISE	Jas. Baird	33	8	28	10	7		2	5
TARPON	W. H. Watrous	39		34		9	3	2	7
TISNIN	E. A. Richard	21		.....		.....		.....	
TROCHILUS	Mayhew W. Bronson	25		19		6		2	
TWINKLE	E. H. Weatherbee	60	8	55	2	10		2	11
TYCOON	Richard H. Eggleston	32		29		6	6	2	9
VIXEN	George Bullock	30		.....		.....		.....	

Name	Owner	Length over all		Length on L.W.L.		Beam		Draught	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
V'LAN	Joseph H. Sterling	38		35		7		3	6
WIDGEON	H. O. Havemeyer, Jr.	47		42		12		3	6
WONDER	G. G. Stow	50		42		11		3	

LIFE MEMBERS

OF THE

LARCHMONT YACHT CLUB.

WILLIAM B. OGDEN.
GEORGE I. SENEY,
FREDERIC W. FLINT,
*THOMAS J. MONTGOMERY,
H. CRUGER OAKLEY,
TARRANT PUTNAM,
*BENJAMIN F. CARVER,
CHESTER C. MUNROE,
W. BOERUM WETMORE,
DANIEL E. SEYBEL,
GIRARD C. W. LOWREY,
JOSEPH H. STERLING,
FRANK L. ANTHONY,
FREDERICK W. VANDERBILT,
*WILLIAM G. READ, Jr.,
EDWARD H. WALES,
*CHARLES H. MURRAY,
WILLIAM MURRAY,
WILLIAM S. ALLEY,
WASHINGTON E. CONNOR,
*EDWARD P. STEERS,
CHARLES H. OSGOOD,
HOWARD W. COATES,

*Deceased.

LIFE MEMBERS—Continued.

WILLIAM B. JENKINS,
DAVID IRWIN JACKSON,
BAYARD THAYER,
AUGUSTIN MONROE,
HAROLD A. SANDERSON,
HENRY E. SALISBURY,
PAUL E. STEVENSON,
JONAS M. LIBBEY,
EDWARD J. GREACEN,
STANLEY GREACEN,
OSWALD SANDERSON,
FRANK D. SHAW,
HORACE CRAIGHEAD,
*CALDWELL H. COLT,
HARRY M. GILLIG,
FRANK V. ALEXANDRE,
GEORGE BULLOCK,
*VINCENT C. KING,
C. MURRAY RICE,
SEYMOUR L. HUSTED, Jr.,
HENRY W. BUCKNALL,
FREDERICK T. ADAMS,
HENRY E. SMITH,
CHARLES McLOUGHLIN,
HENRY A. VAN LIEW,
LEWIS H. SPENCE,
C. A. ANDRESEN,
HORATIO R. HARPER,
JOHN F. LOVEJOY,
C. OLIVER ISELIN,
CLARENCE A. POSTLEY,
T. J. S. FLINT,
WILBUR DIXON ELLIS,
CLAY M. GREENE.

*Deceased.

MEMBERS OF THE LARCHMONT YACHT CLUB.

No.	*Name.*	*Date of Election.*	*Residence.*
	A		
171	Adams, Frederick T.	February 14, 1890	New York.
13	Adams, Oliver	July 30, 1880	Larchmont, N. Y.
41	Adee, Philip H.	June 3, 1882	Westchester, N. Y.
483	Alder, Fred. T.	August 18, 1898	New York.
205	Alexandre, F. V.	February 22, 1892	"
42	Alker, Alphonse H.	June 3, 1882	"
2	*Alley, A. Bryan	June 26, 1880	"
1	*Alley, William S.	June 26, 1880	"
186	Amory, John J.	May 9, 1891	"
96	Amory, John M.	August 7, 1886	"
221	Andresen, C. A.	September 23, 1892	"
5	*Anthony, Frank L.	June 26, 1880	"
78	Appleton, Charles A.	August 2, 1884	"
69	Appleton, Daniel	May 3, 1884	"

* Denotes Founders of the Club.

No.	Name.	Date of Election.	Residence.
77	APPLETON, EDWARD D.	August 2, 1884	New York.
577	ARMS, WARNER	May 19, 1899	"
640	ARMSTRONG, COLLIN	February 11, 1901	"
248	AROSEMENA, JOSE X.	August 19, 1893	Larchmont, N. Y.
178	AYER, JAMES C.	December 4, 1890	New York.
	B		
246	BACON, DANIEL	August 19, 1893	New York.
415	BAIRD, JAMES	May 15, 1897	"
425	BAIRD, WILLIAM M.	July 16, 1897	Philadelphia, Pa.
557	BAIRD, CHARLES T. P.	February 10, 1900	New York.
314	BAKER, GEORGE F., JR.	June 28, 1895	"
310	BALDWIN, ERNEST E.	May 24, 1895	"
548	BALLOU, EDWARD S.	September 24, 1899	"
65	BANKS, W. NEAL	July 7, 1883	"
281	BARBER, AMZI L.	September 14, 1894	"
523	BARBEY, HENRY G.	June 3, 1899	"
509	BARNUM, WM. M.	April 22, 1899	"

No.	*Name.*	*Date of Election.*	*Residence.*
73	Barretto, Gerard M.	May 3, 1884	Larchmont, N. Y.
345	Barton, Williard T.	April 4, 1896	New York.
315	Baudouine, A.	July 12, 1895	“
298	Baudouine, John F.	March 16, 1895	“
443	Baumann, Gustav	February 2, 1898	“
35	Beddall, Edward F.	February 27, 1882	“
91	Beddall, Edward K.	February 10, 1886	“
174	Belmont, August.	June 7, 1890	“
593	Belmont, August, Jr.	July 21, 1900	“
499	Bemis, Wm. E.	February 15, 1899	“
603	Bentz, Harry	September 22, 1900	Larchmont, N. Y.
481	Beresford, John G.	August 18, 1898	New Rochelle, N. Y.
535	Bergen, James C.	July 15, 1899	New York.
642	Bergmann, H. Albert	February 11, 1901	“
214	Bevan, John	June 28, 1892	Larchmont, N. Y.
256	Birdseye, C. E,	March 4, 1894	New York.
492	Black, A. W.	October 25, 1898	“
477	Black, Harry S.	August 18, 1898	“

No.	*Name.*	*Date of Election.*	*Residence.*
147	Black, John V.	October 6, 1888	New York.
245	Blankley, Thomas S.	August 19, 1893	Brooklyn, N. Y.
537	Bliss, E. W.	July 15, 1899	"
404	Blount, Allen R.	February 6, 1897	New York.
292	Bolan, A. K.	March 16, 1895	"
375	Bolton, Robert N.	June 12, 1896	"
441	Booth, John H.	October 16, 1897	"
232	Borden. M. C. D.	April 9, 1893	"
660	Bostwick, Albert C.	March 2, 1901	Mamaroneck, N. Y.
354	Bourne, Frederick G.	May 9, 1896	New York.
99	Boyd, William A.	February 9, 1887	"
260	Bragg, Caius C.	April 7, 1894	Cincinnati, O.
606	Brandt, Erdinan N., M. D.	October 13, 1900	Tarrytown, N. Y.
98	Branique, William J.	September 4, 1886	Larchmont, N. Y.
189	Breslin, James H.	May 9, 1891	New York.
352	Brickelmaier, Frank.	April 25, 1896	"
641	Bridgman, Oliver B.	February 11, 1901	"
296	Brokaw, Clifford V.	April 15, 1895	"

No.	*Name.*	*Date of Election.*	*Residence.*
113	Brokaw, W. Gould	May 7, 1887	New York.
195	Brokaw, W. V.	June 22, 1891	"
109	Bronson, Mayhew W.	May 7, 1887	"
97	Brown, Edward M.	August 7, 1886	"
394	Buckingham, Oliver W.	August 14, 1896	"
104	Bucknall, Henry W.	February 9, 1887	"
125	Bulkley, Moses 2d.	August 6, 1887	"
172	Bullard, William E., M. D.	February 14, 1890	"
197	Bullock. George	July 24, 1891	Cincinnati, O.
169	Burger, Clarence L.	December 14, 1889	New York.
464	Burke, John	June 4, 1898	"
4	*Bushe, Eugene L.	June 26, 1880	"
663	Butler, Prescott Hall	March 23, 1901	"
206	Butler, George P.	March 14, 1892	"
207	Butler William H.	March 14, 1892	"
652	Butler, Arthur W.	February 11, 1901	"
665	Butler, Jas. G.	April 20, 1901	St. Louis, Mo.

* Denotes Founders of the Club.

No.	Name.	Date of Election.	Residence.
	C		
524	Cable, Wm. A.	June 3, 1899	New York.
212	Caldwell, William H.	May 27, 1892	“
179	Caldwell, Edward F.	December 4, 1890	“
617	Campbell, Wm. H.	January 22, 1901	Larchmont, N. Y.
335	Cannon, C. Irving.	February 1, 1896	Newark, N. J.
470	Carnegie, Andrew 2d.	July 2, 1898	Pittsburgh, Pa.
390	Carnegie, F. M.	July 24, 1896	“
512	Carpenter, Herbert S.	May 14, 1899	New York.
385	Carroll, Howard.	June 12, 1896	“
158	Carroll, Royal Phelps.	April 26, 1889	“
451	Carstensen, John.	February 2, 1898	“
201	Cassidy, M.	July 10, 1891	“
629	Castle, W. A.	January 10, 1901	“
538	Ceballos, J. M.	August 1, 1899	“
369	Chambers, W. H., U. S. N.	April 30, 1896	Brooklyn, N. Y.
287	Chapin, Chester W.	February 4, 1895	New York.
383	Chapin, Edwin S.	July 17, 1896	“

No.	*Name.*	*Date of Election.*	*Residence.*
380	Chase, George H.	July 12, 1896	New York.
576	Cheney, Henry G.	May 12, 1900	So. Manchester Conn.
40	Chubb, Percy	May 6, 1882	New York.
386	Church, George H.	June 17, 1896	“
574	Clark, Edward W., Jr.	May 12, 1900	Philadelphia, Pa.
582	Clark, F. Lewis	May 28, 1900	Spokane, Wash.
218	Clark, J. V.	August 26, 1892	New York.
413	Clark, G. K., Jr.	April 3, 1897	“
349	Clausen, George C.	April 25, 1896	“
24	Coates, Howard W.	August 6, 1881	“
407	Cobden, Rev. Richard	February 6, 1897	Larchmont, N. Y.
150	Cockran, Wm. Bourke	December 19, 1888	New York.
183	Coddington, Charles E.	April 14, 1891	“
370	Collins, J. Ross	May 9, 1896	Larchmont, N. Y.
116	Colt, C. Craig	June 4, 1887	New York.
624	Conlon, L. J.	January 29, 1901	“
628	Connett, E. R.	January 26, 1901	“
61	Connor, Washington E.	May 12, 1883	“

No.	*Name.*	*Date of Election.*	*Residence.*
123	CONSTABLE, FREDERICK A.	August 6, 1887	New York.
427	COOPER, H. D.	August 20, 1897	"
510	CORNELL, A. B.	April 22, 1899	"
316	CORNELL, ROBERT C	June 14, 1895	"
573	COSTELLO, A.	May 12, 1900	"
119	COSTENBADER, WILLIAM F.	June 4, 1887	"
618	COULTER, CHARLES J.	January 10, 1901	"
595	COURTNEY, W. J	August 4, 1900	"
585	COWLES, W. NORTHROPE	June 18, 1900	"
448	COX, JENNINGS S.	March 5, 1898	"
584	CRIMMINS, JOHN D., Jr.	June 11, 1900	"
654	CRONKHITE, ELISHA P.	February 16, 1901	"
661	CROSCUP, GEORGE E.	February 19, 1901	"
461	CROSSLEY, GEORGE R.	June 4, 1898	"
59	COXE, HENRY B.	May 12, 1883	"
21	CRAIGHEAD, HORACE.	June 4, 1881	"
277	CREMIN, S. E.	September 1, 1894	"
243	CUNNINGHAM, FRANK.	July 14, 1893	"
284	CURTIS, CHARLES G.	December 8, 1894	"

No.	*Name.*	*Date of Election.*	*Residence.*
	D		
589	Daggett, Joseph M.	June 25, 1900	New York.
609	Dahlgren, Eric B.	January 10, 1901	“
348	Dale, Charles H.	April 25, 1896	“
500	Darlington, Henry	February 15, 1899	Pittsburgh, Pa.
432	Daniel, William F.	September 10, 1897	New York.
396	Davis, William C.	August 31, 1896	“
515	Dean, William B.	May 14, 1899	“
302	Delanoy, Edwin P.	May 10, 1895	“
311	De La Mar, J. R.	June 25, 1895	“
163	Delmonico, Charles C.	July 12, 1889	“
81	De Ronge, Alfred H.	May 2, 1885	“
139	Detmold, William L.	July 7, 1888	“
636	Dickerman, W. B.	February 11, 1901	“
38	Dickerson, Edward N.	March 15, 1882	“
252	Dickinson, Charles	October 28, 1893	“
472	Dickson, Robert	July 2, 1898	Larchmont, N. Y.
262	Dininny, Ferral C., Jr.	May 25, 1894	New York.

No.	*Name.*	*Date of Election.*	*Residence.*
273	Dodge, Philip T.	August 4, 1894	New York.
225	Drowne, T. Stafford	October 30, 1892	"
504	Drummond, Harrison I.	March 25, 1899	"
175	Duff, W. H.	June 7, 1890	"
100	Duncan, Wm. Butler, Jr.	February 9, 1887	"
596	Dunham, Frank J.	August 4, 1900	"
410	Dupignac, Frank J.	February 6, 1896	"
192	Durant, W. W.	June 22, 1891	"
237	Duryea, Frank W.	May 12, 1893	Glen Cove, L. I.
266	Duryea, H. B.	June 22, 1894	Red Bank, N. J.
198	Dwight, John E.	July 24, 1891	New York.
228	Dykman, Henry T.	February 10, 1893	White Plains, N. Y.
	E		
400	Eastwood, J. H.	August 31, 1896	New York
33	Eaton, Henry W.	January 20, 1882	"
559	Eaton, Bradley L.	February 10, 1900	"
88	Edgar, Daniel	August 1, 1885	Noroton, Conn.

No.	*Name.*	*Date of Election.*	*Residence.*
550	Edholm, Erik	October 7, 1899	New York.
128	Edson, Cyrus, M. D.	February 8, 1888	"
75	Eggleston, Richard H.	July 5, 1884	"
143	Ellis, Ralph N.	August 4, 1888	"
378	Ellis, Wilbur Dixon	June 27, 1896	"
271	Ellsworth, D. S.	August 4, 1894	Watkins, N. Y.
330	Ellsworth, John Magee	September 13, 1895	"
447	Emerson, I. E.	February 2, 1898	Baltimore, Md.
145	Eno, Henry C., M. D.	August 4, 1888	Saugatuck, Conn.
238	Evans, Caleb G.	May 12, 1893	New York.
339	Evans, William G.	March 21, 1896	"
511	Evans, Robley D., U. S. N.	April 22, 1899	Washington, D. C.
	F		
162	Fairchild, Benjamin T.	June 14, 1889	New York.
520	Fanning, William J.	June 3, 1899	"
527	Farley, James A.	June 10, 1899	"
435	Farley, John T.	September 10, 1897	"

No.	*Name.*	*Date of Election.*	*Residence.*
209	Fassett, J. Sloat	April 9, 1892	Elmira, N. Y.
363	Field, Wells L., U. S. N.	March 14, 1896	Brooklyn, N. Y.
637	Fish, Edmund	January 22, 1901	New York.
578	Fisher, C. Warren	May 19, 1900	"
49	Fisher, John T.	August 5, 1882	New Rochelle, N. Y.
307	Fisher, Robert C	June 14, 1895	"
19	Fisher, Thomas R.	May 16, 1881	"
15	Fiske, Thomas P.	May 16, 1881	New York.
452	Fitzpatrick, Francis X.	March 5, 1898	Cambridge, Mass.
362	Flagler, John H.	May 23, 1896	New York.
241	Flint, Charles R.	June 9, 1893	"
3	*Flint, Frederic W.	June 26, 1880	Larchmont, N. Y.
497	Flint, Thompson J. S.	December 20, 1898	"
132	Ford, James B.	July 7, 1888	New York.
208	Fordyce, John A., M. D.	April 9, 1892	"
90	Forwood, Harold S.	February 10, 1886	"
272	Francis, Nathaniel L.	July 7, 1894	Marblehead, Mass.

* Denotes Founders of the Club.

No.	*Name.*	*Date of Election.*	*Residence.*
159	Freeman, Frank M.	April 26, 1889	Greenwich, Conn.
8	Freeman, George A.	July 5, 1880	New York.
625	Frothingham, H. P.	January 29, 1901	"
309	Fullgraff, Frank G.	June 14, 1895	"
	G		
619	Gardner, William	January 26, 1901	New York.
213	Gately, Chas. Lincoln	June 28, 1892	"
131	Gerry, Elbridge T.	July 7, 1888	"
39	Gibb, Arthur	March 15, 1882	"
648	Gibbons, John F.	February 11, 1901	"
103	Gilbert, David B.	February 9, 1887	"
196	Gillig, H. M.	July 10, 1891	"
631	Gilmore, E. G.	January 10, 1901	"
305	Gladwin, Ellis W.	June 14, 1895	"
458	Glassup, Frederick	April 16, 1898	"
83	Goin, James D.	July 11, 1885	"
244	Gould, Charles A.	August 1, 1893	Bay Side, L. I.

No.	*Name.*	*Date of Election.*	*Residence.*
190	GOULD, F. M.	May 9, 1891	New York.
52	GOULD, GEORGE J.	October 7, 1882	"
240	GOULD, HOWARD	May 26, 1893	"
567	GRAHAM, W. T.	April 28, 1900	"
34	GREACEN, EDWARD J.	February 27, 1882	"
53	GREACEN, STANLEY	October 7, 1882	"
306	GREENE, CLAY M.	June 14, 1895	Bay Side, L. I.
106	GREER, AUSTIN M.	February 9, 1887	New York.
	H		
493	HAARSTICK, WM. T.	October 22, 1898	St. Louis, Mo.
463	HAGER, WILFRID M.	June 4, 1898	East Orange, N. J.
26	HAIGH, WILLIAM	September 3, 1881	New York.
389	HALL, JOHN R.	July 24, 1896	"
423	HALL, EDWARD J.	July 12, 1897	"
627	HALL, OLIVER WALCOTT	January 22, 1901	"
336	HALK, JOSEPH	February 1, 1896	"
324	HALSTEAD, JACOB	August 9, 1895	"

No.	*Name.*	*Date of Election.*	*Residence.*
278	Hamilton, C. M.	September 1, 1894	East Orange, N. J.
304	Hamlen, James C.	May 24, 1895	Portland, Me.
332	Hanan, Addison G.	October 12, 1895	Brooklyn, N. Y.
331	Hanan, H. Wilmer	October 12, 1895	"
155	Hanan, John H.	April 12, 1889	New York.
357	Hardy, Frank	May 18, 1896	Larchmont, N. Y.
64	Harper, Horatio R.	July 7, 1883	New York.
229	Harris, Henry W.	February 10, 1893	New Haven, Conn.
549	Harris, James S.	September 24, 1899	New York.
344	Hart, W. F. S.	April 4. 1896	"
320	Harvey, Alexander	August 1, 1895	"
251	Haskin, John B., Jr.	September 11, 1893	Fordham, N. Y.
622	Haskins, H. C.	January 26, 1901	New York.
204	Hatch, Edward S.	October 30, 1891	"
353	Havemeyer, H. O., Jr.	May 9, 1896	"
219	Hazard, W. A.	September 23, 1892	"
56	Hebard, Augustus H.	March 15, 1883	St. Louis, Mo.
223	Henderson, D. G.	October 30, 1892	New York.

No.	Name.	Date of Election.	Residence.
295	Hendricks, Henry H.	April 15, 1895	New York.
130	Hester, William.	July 7, 1888	"
327	Hibbard, Charles C.	August 31, 1895	"
486	Higbee, J. H., Lieut. Col.	September 17, 1898	"
384	Higley, Warren.	July 17, 1896	"
454	Hill, Hugh.	March 22, 1898	"
635	Hill, James J.	January 10, 1901	St. Paul, Minn,
565	Hindley, John H.	April 16, 1900	New York.
364	Hodges, Hal M., U. S. N.	March 14, 1896	Brooklyn, N. Y.
350	Hogan, Charles W.	April 25, 1896	New York.
615	Hollister, W. H.	January 10, 1901	"
72	Holme, Leicester.	May 3, 1884	"
473	Hone, John.	July 2, 1898	"
268	Hooper, B. Frank.	July 7, 1894	"
478	Hopkins, Eustis L.	August 18, 1898	Larchmont, N. Y.
391	Hostetter, D. Herbert.	July 17, 1896	Pittsburgh, Pa.
377	Hostetter, Theo. R.	June 27, 1896	"

No.	*Name.*	*Date of Election.*	*Residence.*
531	Howard, W. Lee., M. D.	June 10, 1899	Baltimore, Md.
313	Hoyt, F. M	June 28, 1895	New York.
373	Hoyt, George S.	June 12, 1896	"
126	Hoyt, Hazen L.	October 8, 1887	"
431	Hoyt, Walter S.	August 20, 1897	Stamford, Conn.
658	Hubbard, E. Valentine, M.D.	February 11, 1901	New York.
137	Hubbard, Walter C.	July 7, 1888	"
438	Hubbard, S. T., Jr.	September 21, 1897	"
365	Hulme, W. O., U. S. N.	March 14, 1896	Brooklyn, N. Y.
449	Humphreys, Joseph	March 5, 1898	Larchmont, N. Y.
405	Hunting, Walter C.	February 6, 1896	"
534	Huntington, Lambert	July 15, 1899	New York.
55	Hurry, Randolph	February 19, 1883	"
47	Husted, Seymour L., Jr.	July 1, 1882	"
420	Hyde, Albert G.	June 19, 1897	"
346	Hyde, Seymour J.	April 4, 1896	"
154	Hyslop, John	March 8, 1889	"

No.	Name.	Date of Election.	Residence.
	I		
235	Ide, George Edward	April 29, 1893	New York.
517	Inglis, James S.	April 4, 1896	"
376	Ingraham, Arthur	June 12, 1896	"
446	Ingraham, D. P.	February 14, 1898	"
250	Iselin, Adrian	September. 11, 1893	"
108	Iselin, Adrian, Jr.	May 7, 1887	"
643	Iselin, Arthur	February 12, 1901	New Rochelle, N. Y.
12	Iselin, C. Oliver	July 30, 1880	New York.
95	Iselin, Columbus O. D.	August 7, 1886	"
10	Iselin, William E.	July 17, 1880	"
544	Ivins, Wm. M.	August 26, 1899	"
	J		
152	Jackson, David Irwin	March 8, 1889	New York.
153	Jenkins, William B.	March 8, 1889	"
51	Jenkins, William P.	August 5, 1882	Larchmont, N. Y.
459	Jenkins, E. Fellows	May 7, 1898	New York.

No.	*Name.*	*Date of Election.*	*Residence.*
664	JOHNSON, A. H. W.	March 30, 1901	New York.
94	JOHNSTON, WALTER S.	June 5, 1886	"
602	JONES, HARRY C.	September 22, 1900	"
317	JONES, E. CLARENCE	August 1, 1895	"
360	JONES, PEMBROKE	May 23, 1896	Wilmington, N. C.
79	JONES, WILLARD H.	August 2, 1884	New York.
398	JUST, GEORGE A.	August 14, 1896	"
	K		
89	KANE, DE LANCEY A.	February 10, 1886	New Rochelle, N. Y.
274	KANE, S. NICHOLSON	August 4, 1894	New York.
646	KANE, PETER J	February 11, 1901	Larchmont, N. Y.
418	KELLEY, J. D. J., U. S. N	May 30, 1897	New York.
43	KEER, HARRISON D.	June 3, 1882	"
202	KERSEY, H. MAITLAND	September 11, 1891	"
301	KEVENEY, HUGH	May 10, 1895	"
300	KEVENEY, THOMAS J.	May 10, 1895	"
25	KILBURN, HENRY F.	September 3, 1881	"

No.	*Name.*	*Date of Election.*	*Residence.*
276	King, J. Berre	August 4, 1894	New York.
528	Kelly, Edward	May 14, 1899	"
516	Klots, Henry D.	May 14, 1899	"
468	Knight, William	July 2, 1898	"
264	Knoblauch, C. E.	June 27, 1894	"
406	Knowlton, J. G	February 6, 1896	"
514	Knobbe, Benj. F.	May 14, 1899	"
525	Koch, E. von der Horst	June 10, 1899	"
	L		
173	Ladew, Edward R.	May 9, 1890	New York.
222	Ladew, J. H.	September 23, 1892	"
283	Laflin, Albert S.	September 22, 1894	Chicago, Ill.
234	Laflin, John P.	April 9, 1893	"
220	Lampert, F., "Ph. D."	September 23, 1892	Mamaroneck, N. Y.
68	Lamson, Edward	March 12, 1884	Larchmont, N. Y.
7	Lamson, Roger	July 5, 1880	New York.
426	Langley, Wm. H.	July 16, 1897	"

No.	*Name.*	*Date of Election.*	*Residence.*
496	Lawton, Newbury D	November....19, 1898	New York.
639	Leavitt, G. H...............	February 11, 1901	"
513	Le Barbier, Henry A., M. D.	May 14, 1899	Larchmont, N. Y.
402	Ledyard, Lewis Cass........	October......31, 1896	New York.
318	Lee, Fred. H................	August 1, 1895	"
571	Leeds, W. M................	May 5, 1900	"
604	Leeds, W. B.................	October......13, 1900	"
101	Leiter, Joseph..............	February 9, 1887	Chicago, Ill.
519	Leland, Francis L..........	June 3, 1899	New York.
424	Lemoine, Ashton..	July 16, 1897	"
467	Leoser, Thomas S.	July 2, 1898	"
397	Lewis, John N...............	August 31, 1896	"
167	Libbey, Jonas M.............	October......25, 1889	"
387	Lincoln, Arthur............	July 17, 1896	"
475	Linherr, J. A...............	July 15, 1898	"
280	Lippitt, Henry F............	September....14, 1894	Providence, R. I.
600	Lomasney, L. J..............	September.... 8, 1900	New York.
440	Lord, Theodore A..........	October......16, 1897	Larchmont, N. Y.

No.	*Name.*	*Date of Election.*	*Residence.*
135	Lovejoy, John F............	July 7, 1888	New York.
84	Lowrey, Girard C. W.......	July 11, 1885	Larchmont, N. Y.
	M		
662	McConnell, S. P	March........ 2, 1901	New York.
142	McCrea, William S........	August 4, 1888	Chicago, Ill.
474	McCreery, Wm. J...........	July 15, 1898	New York.
506	McCreery, Andrew B......	April 8, 1899	"
558	McCreery, Robert S........	February 10, 1900	"
87	McGregor, Bradford B.....	August 1, 1885	"
355	McIntyre, Thos. A..........	May 9, 1896	"
611	McKee, Frank............	January 10, 1901	"
489	McKenna, W. L.............	September....17, 1898	"
412	McKinney, Glenn Ford.....	April 3, 1897	"
592	McKinney, Andrew	July 21, 1900	"
414	McLean, Andrew...........	March... ....12, 1897	"
279	McLean, Cornelius..........	September.... 1, 1894	Mt. Vernon, N. Y.
282	McLoughlin, Charles.......	October......27, 1894	New York.

No.	*Name.*	*Date of Election.*	*Residence.*
194	McLoughlin, James	June 22, 1891	New York.
430	McMahon, Martin T.	August 20, 1897	"
185	Macdona, Henry D.	May 9, 1891	"
382	Macdonough, Joseph M.	June 27, 1896	Mamaroneck, N. Y.
388	Magee, Edward A., U. S. N.	July 17, 1896	Brooklyn, N. Y.
366	Magee, George W., U. S. N.	March 14, 1896	"
62	Manning, Thomas	July 7, 1883	New York.
444	Manny, Walter B.	February 2, 1898	"
164	Marshall. Alfred	August 23, 1889	"
112	Marshall, Chauncey	May 7, 1887	"
170	Marshall, Wilson	February 14, 1890	"
555	Mason, Charles B.	February 10, 1900	"
659	Maxwell, Henry L.	February 16, 1901	"
102	Maxwell, J. Rogers	February 9, 1887	"
340	Maxwell, J. Rogers, Jr.	March 14, 1896	"
547	Merrall, Frank A.	September 24, 1899	"
157	Merrill, George P.	April 12, 1889	"
347	Merrill, W. J.	April 25, 1896	"

No.	*Name.*	*Date of Election.*	*Residence.*
490	Merrill, F. J. H.	September 17, 1898	Albany, N. Y.
151	Merritt, Israel J.	March 8, 1889	Whitestone, L. I.
254	Meyer, Christian M.	March 4, 1894	New York.
484	Meyer, Cord A.	September 17, 1898	Brooklyn, N. Y.
597	Meyer, J. Edward.	August 4, 1900	Great Neck, N. Y.
551	Miller, Charles C.	October 7, 1899	New York.
529	Miller, Clark A.	June 3, 1899	"
522	Miller, J. Blackburn.	June 3, 1899	"
436	Milliken, Edward F.	July 12, 1897	"
290	Mitchill, B. N.	March 16, 1895	"
121	Moffat, Edwin C.	July 2, 1887	"
319	Mohr, William F.	August 1, 1895	"
620	Mollenhauer, J. Adolph	January 29, 1901	Brooklyn, N. Y.
16	Monroe, Augustin.	May 16, 1881	Larchmont, N. Y.
44	Montant, Alphonse.	June 3, 1882	New York.
393	Moore, Frank A.	August 14, 1896	Larchmont, N. Y.
455	Moore, Harrison B.	March 26, 1898	New York.
288	Morgan, A. J.	February 4, 1895	"
30	Morgan, Edwin D.	January 20, 1882	"

No.	*Name.*	*Date of Election.*	*Residence.*
433	Morgan, J. P., Jr.	September 18, 1897	New York.
580	Morgan, Lancaster	May 19, 1900	"
367	Morrell, Henry, U. S. N.	March 14, 1896	Brooklyn, N. Y.
358	Morrill, Frank T.	May 9, 1896	New York.
188	Morris, Dave H.	May 9, 1891	Westchester, N. Y.
482	Morris, Lewis, U. S. N	August 18, 1898	Portsmouth, N. H.
562	Morris, Charles B	February 10, 1900	New York.
403	Morrison, Edward A.	February 6, 1897	"
411	Morrison, Edward A., Jr.	April 3, 1897	"
633	Morse, E. P.	January 10, 1901	Brooklyn, N. Y.
144	Motley, James M.	August 4, 1888	New York.
58	Mott, Augustus W.	May 12, 1883	"
129	Munroe, Chester C.	May 5, 1888	"
417	Munro, George W.	May 31, 1897	"
494	Murphy, Edward F.	October 22, 1898	"
86	Murray, George G.	August 1, 1885	Larchmont, N. Y.
6	*Murray, William.	June 26, 1880	"
337	Muser, Fritz	February 1, 1896	New York.

* Denotes Founders of the Club.

No.	*Name.*	*Date of Election.*	*Residence.*
	N		
176	Neilson, John	July 3, 1890	Larchmont, N. Y.
586	Nelson, C. N	June 11, 1900	Sands Point, N. Y.
110	Nickerson, R. C.	May 7, 1887	Chicago, Ill.
634	Nivin, W. B.	January 26, 1901	New York.
647	Norton, Wm. P.	February 16, 1901	"
	O		
74	Oakley, H. Cruger	June 7, 1884	New York.
14	Oddie, John V. S.	August 7, 1880	"
651	O'Dwyer, E. F.	February 11, 1901	"
82	Ogden, William B.	June 6, 1885	"
536	Ogden, H. B.	July 15, 1899	Brooklyn, N. Y.
656	Oliver, Wm. B	March 2, 1901	New York.
146	Osgood, Charles H.	September 1, 1888	Norwich, Conn.
293	Osgood, F. L.	March 16, 1895	"
456	O'Shaughnessy, J. F.	August 22, 1890	New York.
442	Owens, R. K.	November 27, 1897	"

No.	*Name.*	*Date of Election.*	*Residence.*
	P		
177	Parmelee, Henry S.	October 3, 1890	New Haven, Conn.
476	Parslow, W. J	July 15, 1898	New York.
466	Paulding, Gouvernener 2d.	June 18, 1898	"
498	Paulding, J. P.	February 15, 1899	"
239	Payson, Horace E.	February 9, 1887	"
608	Pearl, W. E.	January 10, 1901	"
491	Pearson, F. S.	October 22, 1898	"
469	Peck, Walter J.	July 2, 1898	"
439	Peene, Joseph, Jr.	September 18, 1897	"
259	Pell, Howland	April 7, 1894	"
286	Pell, John Henry	February 4, 1895	"
323	Perkins, Richard C.	August 9, 1895	"
644	Perrin, Charles L.	February 12, 1901	Larchmont, N. Y.
645	Perrin, Howell C.	February 12, 1901	"
294	Peters, Conrad L.	March 16, 1895	New York.
156	Phœnix, Lloyd	April 12, 1889	"

No.	*Name.*	*Date of Election.*	*Residence.*
621	PIRIE, ALLAN H.	January 26, 1901	New York.
655	PLANT, MORTON F.	March 2, 1901	"
134	PLUM, GEORGE W.	July 7, 1888	"
540	PLYMPTON, GILBERT M.	August 1, 1899	"
638	POOR, CHARLES LANE	February 11, 1901	"
495	POPHAM, GEORGE M.	October 22, 1898	"
612	PORTER, W. H.	January 10, 1901	"
37	PORTER, S. GROSVENOR	February 27, 1882	"
505	POST, EDWIN M.	April 8, 1899	"
118	POSTLEY, CLARENCE A.	June 4, 1887	"
374	POSTLEY, STERLING	June 12, 1896	"
462	PRATT, DALLAS B.	June 4, 1898	New Rochelle, N. Y.
224	PROCTOR, F. F.	October 30, 1892	Larchmont, N. Y.
117	PRYER, CHARLES.	June 4, 1887	New Rochelle, N. Y.
381	PUTNAM, HENRY W., JR.	June 12, 1896	New York.
80	PUTNAM, TARRANT	May 2, 1885	"
57	PYLE, JAMES T.	April 18, 1883	"

No.	*Name.*	*Date of Election.*	*Residence.*
	R		
488	Rafferty, Gilbart T.	September 17, 1898	Pittsburgh, Pa.
487	Rankin, Alfred N.	September 17, 1898	New York.
598	Redding, J. D.	July 21, 1900	"
437	Redmond, Henry S.	September 27, 1897	"
607	Reid, D. G	November 24, 1900	"
570	Reis, W. E.	May 5, 1900	"
333	Renwick, Edward S.	February 1, 1896	"
105	Renwick, William W	February 9, 1887	"
148	Rhodes, Bradford	October 6, 1888	Mamaroneck, N. Y.
445	Rhodes, John B.	February 2, 1898	New Bedford, Mass.
561	Rhodes, J. C.	March 7, 1900	"
255	Rice, C. Murray	March 4, 1894	New York.
227	Rich, Theo. D	December 26, 1892	"
471	Richard, E. A.	July 2, 1898	"
591	Ringler, Wm. G.	June 25, 1900	"
226	Ripley, H. D.	December 9, 1892	"
193	Roach, Stephen W	June 22, 1891	"

No.	*Name.*	*Date of Election.*	*Residence.*
45	Roberts, Charles F., M. D.	June.......... 3, 1882	New York.
312	Roberts, John L., Jr	June..........14, 1895	"
666	Roberts, Harold	May.......... 4, 1901	"
269	Robins, J. N	July.......... 7, 1894	"
502	Robinson, C. L. F	March........25, 1899	"
614	Robinson George H	January......10, 1901	"
356	Robinson, Henry A	May.......... 9, 1896	Yonkers, N. Y.
532	Rodie, William S	June..........10, 1899	New York.
303	Roe, Frank O	May..........18, 1895	"
542	Roelker, Wm. G	August....... 1, 1899	Providence, R. I.
180	Rogers, Henry A.	December.... 4, 1890	New York.
556	Rokenbaugh, Henry S	February.....10, 1900	"
136	Ronalds, George L	July.......... 7, 1888	"
265	Roosevelt, Robert B., Jr.	June..........27, 1894	"
127	Roosevelt, S. Montgomery	October...... 8, 1887	"
569	Rothwell, Richard P	May.......... 5, 1900	"
329	Ruppert, Jacob, Jr	September....13, 1895	"
379	Russel, B. Reeves, U. S. N.	June..........27, 1896	Philadelphia, Pa.

No.	Name.	Date of Election.	Residence.
48	Russell, William H.	August 5, 1882	New York.
321	Rutherfurd, John A.	August 9, 1895	"
501	Rutherfurd, Walter	February 15, 1899	"
	S		
107	Salisbury, Frederick S.	May 7, 1887	New York.
120	Salisbury, Henry E.	July 2, 1887	"
9	Sanderson, Harold A.	July 5, 1880	Liverpool, England.
285	Sanderson, Lloyd B.	February 4, 1895	New York.
32	Sanderson, Oswald	January 20, 1882	Hull, England.
267	Sanger, Eugene B.	July 7, 1894	New York.
372	Schaefer, R. J.	June 12, 1896	"
60	Schermerhorn, J. Egmont	May 12, 1883	"
291	Schlesinger, F. S.	March 16, 1895	"
623	Schley, G. B.	January 29, 1901	"
18	Schuyler, M. Roosevelt	May 16, 1881	"
22	Scott, Francis M.	July 2, 1881	"
236	Scott, George W.	May 12, 1893	"

No.	*Name.*	*Date of Election.*	*Residence.*
351	Scott, William G.	June 7, 1884	New York.
409	Scudder, F. P.	March 12, 1897	Brooklyn, N. Y.
211	Seeley, C. Barnum	April 9, 1892	New York.
261	Seeley, Herbert B.	May 12, 1894	"
67	Seney, George I.	March 12, 1884	"
583	Seward, Edward T	June 11, 1900	"
416	Sexton, Samuel B	May 15, 1897	"
111	Seybel, Daniel E.	May 7, 1887	"
579	Shallcross, Cecil F.	May 19, 1900	"
657	Shattuck, A. R.	March 2, 1901	"
17	Shaw, Frank D.	May 16, 1881	"
50	Sheffield, G. St. John	August 5, 1882	Attleborough, Mass.
371	Sheridan, Greenleaf K.	June 12, 1896	New York.
325	Shriver, Harry T.	August 31, 1895	"
399	Shults, J. H., Jr	August 31, 1896	"
465	Siegel, Jacob	June 18, 1898	"
553	Silkman, Theodore H.	October 7, 1899	Yonkers, N. Y.
338	Silleck, H. G., Jr.	March 14, 1896	New York.

No.	*Name.*	*Date of Election.*	*Residence.*
149	Simpkins, C. Ritchie	December 19, 1888	New York.
115	Singer, Charles A.	June 4, 1887	Larchmont, N. Y.
392	Singer, George	July 24, 1896	Pittsburgh, Pa.
566	Smathers, E. E.	April 21, 1900	New York.
343	Smith, Augustus C.	April 4, 1896	"
526	Smith, A. Cary	June 10, 1899	"
521	Smith, Bancroft	June 3, 1899	"
71	Smith, George C.	May 3, 1884	"
230	Smith, Henry E.	February 10, 1893	Newark, N. J.
263	Smith, Henry F.	June 8, 1894	New York.
572	Smith, Isaac P.	May 12, 1900	"
11	Smith, Nathaniel S.	July 17, 1880	"
70	Smith, Ormond G	May 3, 1884	"
23	Smith, Oscar B.	July 2, 1881	"
395	Smith, R. A. C.	August 14, 1896	"
503	Smiters, Chas.	March 25, 1899	"
257	Snedeker, Isaac	March 4, 1894	"
610	Snyder, V. P.	January 10, 1901	"

No.	Name.	Date of Election.	Residence.
168	Sommerhoff, Hans	October 25, 1889	New York.
253	Spaulding, John F.	December 9, 1893	Larchmont, N. Y.
564	Spear, Lawrence, U. S. N.	April 16, 1900	New York.
76	Spence, Lewis H.	July 5, 1884	"
587	Sperry, Frederick P.	June 11, 1900	"
507	Sperry, John J.	April 8, 1899	"
601	Standing, Guy	August 17, 1900	Port Wash'ton, N. Y.
140	Staples, Ernest	July 7, 1888	New York.
554	Steers, Henry, Jr.	October 28, 1899	"
247	Steinway, Charles H.	August 19, 1893	"
626	Sterling, Claude G.	January 10, 1901	"
342	Sterling, Duncan	March 14, 1896	"
63	Sterling, Joseph H.	July 7, 1883	"
54	Stevenson, Charles A.	February 19, 1883	Larchmont, N. Y.
161	Stevenson, Paul E.	May 24, 1889	New York.
199	Stimson, C. W., M. D.	July 24, 1891	"
421	Storms, Alfred	June 19, 1897	"
479	Stow, George G.	August 18, 1898	Oyster Bay, L. I.

No.	*Name.*	*Date of Election.*	*Residence.*
299	Stow, William L.	April 15, 1895	New York.
457	Steuerwald, C. J.	April 16, 1898	Larchmont, N. Y.
605	Straine, Robert F.	September 30, 1900	Boston, Mass.
114	Sturgis, Frank K.	May 7, 1887	New York.
480	Suydam, Harry	August 18, 1898	"
	T		
368	Tappan, Benjamin, U. S. N.	April 4, 1896	Brooklyn, N. Y.
322	Tatum, C. A.	August 9, 1895	New Rochelle, N. Y.
328	Taylor, W. W.	September 13, 1895	New York.
141	Thayer, Bayard	August 4, 1888	Boston, Mass.
508	Thomas, Orlando F.	April 8, 1899	New York.
650	Thomas, Samuel	February 16, 1901	"
20	Thorne, Newberry D.	June 4, 1881	"
46	Thorne, Thomas W.	July 1, 1882	"
563	Tilford, Frank.	April 16, 1900	"
613	Timmermann, H. G.	January 10, 1901	"
453	Tobey, Harry G.	March 26, 1898	"

No.	*Name.*	*Date of Election.*	*Residence.*
408	Tod, Robert E.	March 12, 1897	New York.
545	Tompkins, Eugene	August 26, 1899	Boston, Mass.
200	Tooker, Edmund C.	July 24, 1891	New York.
568	Topping, John A	April 28, 1900	"
359	Towle, Henry B.	July 2, 1881	"
133	Townsend, Edward H.	July 7, 1888	"
518	Treadwell, Prentice	June 3, 1899	"
533	True, Clarence F.	July 15, 1899	"
249	Tuckerman, Alfred	September 11, 1893	"
326	Turner, W. L.	August 31, 1895	"
334	Tyler, Alfred L.	February 1, 1896	Anniston, Ala.
530	Tyler, Augustus C.	July 1, 1899	New London, Conn.
203	Tyson, George G.	September 11, 1891	New York.
	U		
191	Ulrich, Charles F.	June 12, 1891	New York.
460	Underhill, John Q.	June 4, 1898	New Rochelle, N. Y.
233	Unger, Frank L.	April 29, 1893	Larchmont, N. Y.
297	Unitt, Edward G.	April 15, 1895	New York.

No.	Name.	Date of Election.	Residence.
	V		
599	Vanderbilt, Cornelius	September 1, 1900	New York.
66	Vanderbilt, Frederick W.	July 7, 1883	"
215	Vanderbilt, William K.	July 22, 1892	"
138	Van Dusen, Thomas D.	July 7, 1888	"
184	Van Liew, H. A.	April 14, 1891	"
	W		
29	Wales, Edward H.	January 20, 1882	New York.
258	Walker, W. M.	March 4, 1894	Bayville, L. I.
361	Walters, Henry	May 23, 1896	Wilmington, N. C.
36	Ward, Henry C.	February 27, 1882	New York.
231	Ward, Willard P.	February 10, 1893	"
649	Ward, William L.	February 11, 1901	Portchester, N. Y.
630	Washington, A. C.	January 10, 1901	New York.
289	Watrous, W. H.	March 16, 1895	Hartford, Conn.
124	Watson, Thomas L.	August 6, 1887	Black Rock, Conn.

No.	*Name.*	*Date of Election.*	*Residence.*
181	WAUGH, EUGENE.	December 6, 1890	New York.
122	WEATHERBEE, EDWIN H.	August 6, 1887	"
616	WEEKS, BARTOW S.	January 10, 1901	"
541	WEINZ, THEODORE A. H.	August 1, 1899	"
552	WELLS, FREDERIC J.	September....24, 1899	"
216	WEST, ISAAC H.	July 22, 1892	"
485	WESTON, C. S.	September....17, 1898	Scranton, Pa.
165	WETMORE, W. BOERUM.	October......11, 1889	New York.
428	WEY, H. F. G.	August 20, 1897	"
422	WEYAND, CHAS. L.	June 26, 1897	"
594	WHALEN, JOHN	June.........11, 1900	"
429	WHEELER, ALBERT H.	August 20, 1897	"
308	WHITE, CHAS. H.	June 14, 1895	"
242	WHITE, ELBRIDGE H.	July 14, 1893	"
575	WHITLOCK, BENJAMIN M.	May 12, 1900	"
341	WHITMAN, CLARENCE.	March........14, 1896	"
590	WHITNER, WM. R.	July 2, 1900	Larchmont, N. Y.
210	WHITNEY, CASPER W.	April 9, 1892	New York.

No.	*Name.*	*Date of Election.*	*Residence.*
28	WILLARD, EDWARD A........	January 20, 1882	Brooklyn, N. Y.
581	WILLETS, HOWARD..........	May..........28, 1900	White Plains, N. Y.
450	WILLIAMS, FRED. S..........	March........ 5, 1898	New York.
92	WILLIAMS, J. MAXWELL......	May 1, 1886	Riverside, Conn.
217	WILLIAMS, JOHN T.	August 26, 1892	New York.
543	WILLIAMS, JOHN T., JR.......	August 1, 1899	"
182	WILLIAMS, WILLIAM..........	February 28, 1891	"
560	WILSON, CHARLES I., U. S. A.	March........ 7, 1900	"
539	WILSON, GEORGE B..........	August 1, 1899	Philadelphia, Pa.
434	WILSON, G. SEARING.........	September....18, 1897	"
401	WILSON, J. C., U. S. N.......	October......31, 1896	"
653	WINSHIP, L. A..	February.....16, 1901	New York.
93	WINSLOW, EDWARD..........	June 5, 1886	"
31	WINSLOW, J. NORTON........	January 20, 1882	"
275	WINTRINGHAM, H. C.........	August 4, 1894	"
187	WOLCOTT, HENRY R..........	May 9, 1891	Denver, Col.
27	WOODBURY, JOHN M., M. D...	January 20, 1882	New York.
588	WOODFORD, THOMAS W.......	June 18, 1900	"

No.	Name.	Date of Election.	Residence.
632	WOOLERTON, S. H. M. D.	January 29, 1901	New York.
419	WOOLLEY, GEORGE L.	June 19, 1897	"
166	WORTHINGTON, CHARLES C.	October 11, 1889	Irvington, N. Y.
270	WRIGHT, J. DUNBAR.	July 13, 1894	New York.
546	WYKES, HUNTER.	September 24, 1899	"
	Y		
160	YARD, BENJAMIN H.	April 26, 1889	Philadelphia, Pa.
	Z		
85	ZIEGLER, WILLIAM.	July 11, 1885	Brooklyn, N. Y.

INCORPORATION.

The Larchmont Yacht Club was incorporated under the Act of the Legislature of the State of New York, entitled "An Act for the Incorporation of Societies or Clubs for certain purposes," passed May 12, 1875.

The Certificate of Incorporation was filed January 4, 1887, in the offices of the Secretary of State and the Clerk of Westchester County.

The corporate name is "Larchmont Yacht Club."

The object of the Club is "to advance, foster and support the sport of yachting, the art of yacht designing and construction, and the science of seamanship and navigation, and to acquire and provide a suitable and convenient Club House, anchorage and harbor or basin for the use of its members."

The number of Trustees was formerly five, but was increased to nine by certificate filed February 12, 1889.

The principal office of the Club is at Larchmont, Westchester County, New York.

The Corporate Seal appears upon the title page of this book.

CONSTITUTION.

ARTICLE I.

NAME.

This Association shall be known as the "Larchmont Yacht Club" of Larchmont.

ARTICLE II.

OFFICERS AND TRUSTEES.

The officers shall be a Commodore, Vice-Commodore, Rear-Commodore (each of whom shall be a yacht owner), Secretary and Treasurer. There shall be nine Trustees, consisting of the Commodore, Secretary, Treasurer and six members who hold no other office.

ARTICLE III.

ELECTION.

The officers and Trustees shall be elected at the annual meeting. The election shall be by ballot, and a majority of the votes cast shall be necessary to a choice. The polls shall be opened at the commencement of the meeting, and shall be kept open for one hour. Tellers shall be appointed by the presiding officer. The officers thus elected (except the Trustees holding no other office) shall hold office until the next annual meeting, and until their successors are elected. At the annual meeting to be held on the second Wednesday of February, 1889, there shall be elected six Trustees (who shall hold no other office), two of whom shall be elected for the term of one year, two for the term of two years, and two for the term of three years. Thereafter at the annual meeting in each year, there shall be elected two Trustees, who shall hold no other office, and whose term of office shall be for three years and until the election of their successors. In case of a failure to elect at any meeting, the election shall be held at the next regular meeting or at a special meeting called for the purpose. A vacancy in any office (except Vice-Commodore or Rear-Commodore) shall be filled by appointment by the Trustees, and the person so appointed shall hold office until the next annual meeting and until his successor is elected. At the annual meeting next after a vacancy in the office of Trustee occurs, a successor shall be elected for the unexpired term. A vacancy in the office of Vice-Commodore or Rear-Commodore shall be filled by appointment by the Commodore, and the person so appointed shall hold office until the next annual meeting and until his successor is elected. No member of the Club shall be elected an officer or Trustee thereof unless he shall have been nominated in writing by at least ten members of the Club, and his name and designation of the office for which he is nominated, and the names of the members nominating him, shall have been posted in the Club House and transmitted to the Secretary, at least fifteen days before the date of the meeting at which the election is to be held. The Secretary shall, at least ten days before such meeting is to be held, send by mail to each member of the Club a list of the persons so nominated, with a statement of the respective offices for which they have been nominated, together with the names of the members nominating each.

ARTICLE IV.

DUTIES OF OFFICERS AND TRUSTEES.

SEC. 1.—It shall be the duty of the Commodore to command the squadron, to preside at all meetings, to appoint a Fleet Captain, a Fleet Surgeon, and the Regatta Committee, and to enforce the laws and regulations. He shall call a special meeting of the Club at the written request of twenty members, or he may do so in his discretion.

SEC. 2.—It shall be the duty of the Vice-Commodore to assist the Commodore in the discharge of his duties, and in his absence, or in case of a vacancy in the office of Commodore, to act as Commodore.

Sec. 3.—It shall be the duty of the Rear-Commodore to assist the Commodore and Vice-Commodore in the discharge of their duties, and in their absence, or in case of a vacancy in the offices of Commodore and Vice-Commodore, to act as Commodore.

Sec. 4.—In the absence of all the Flag-officers the senior yacht owner present shall act as Commodore, the date of his election to determine his seniority.

Sec. 5.—It shall be the duty of the Secretary to keep a correct roll of the members and yachts of the Club; to keep full records of the proceedings of each meeting of the Club; to have the custody of all reports and documents connected with the business of the Club; to give notice of all meetings of the Club, and, in case of special meetings, to designate the business intended; to notify members of their election to office, and their appointment to serve on committees; to notify each member-elect of his election, and furnish him with a Club Book for the current year; to notify the Treasurer of the election of members; to conduct the correspondence of the Club, and prepare and have printed the Club Book.

Sec. 6.—It shall be the duty of the Treasurer to have the custody of the funds of the Club; to collect all dues; to pay all bills contracted by the Club, and to keep correct and ample accounts of all receipts and disbursements. He shall make a report of the financial condition of the Club when requested by the Commodore, and at the annual meeting shall furnish to each member of the Club, in printed form, a general balance sheet showing the exact financial condition of the Club, together with a statement showing the receipts and disbursements for the year of each department of the Club.

Sec. 7—The Trustees shall have the general control and management of the Club, and shall have power:

(1) To appoint from their own number a House Committee, also to appoint a Library Committee, Art Committee, and such other sub-committees as they shall deem necessary.

(2) To make such rules as they deem proper respecting the use of the Club House and grounds, not inconsistent with the Constitution and By-Laws.

(3) To prescribe rules for the admission of strangers.

(4) To fix penalties for violations of the Rules, and to enforce the same.

(5) To remit penalties for offences against the Rules, and for accidental violations of the Constitution or By-Laws.

(6) To elect members in the manner hereinafter

provided, and to suspend or expel any member for violations of the Constitution or By-Laws, or for conduct not in violation of the Constitution or By-Laws, but improper or prejudicial to the interests of the Club.

(7) To make rules for their own government, and for the government of the committees appointed by them.

(8) To provide for the official measurement of yachts, the proof and recording of the same, and to fix the fees therefor.

ARTICLE V.

COMMITTEES.

SEC. 1.—The House Committee shall have the general management and control of the houses, grounds, and employees of the Club. They shall regulate prices, order purchases, audit accounts, receive and redress complaints. They shall meet at least once a week during the yachting season.

SEC. 2.—The Regatta Committee shall consist of three members. They shall receive entries for all regattas, act as judges thereof, and, in the event of the absence of any of them, appoint a substitute or substitutes, provide stake-boats, appoint members to assist the committee, and direct all matters connected with regattas. All disputes shall be subject to their decision, which shall be based on the sailing rules and regulations so far as they apply; and, when not, the ordinary customs of the sea shall prevail. They shall have full power, with or without protest, to disqualify any yacht which shall have violated any rule of the Club or custom of the sea. They shall have no power to alter or abridge the sailing rules or regulations in any respect, nor to make any special rules inconsistent therewith.

They shall keep a record of the proceedings of the Committee and of all the regattas of the Club, with full details in the book provided for that purpose, and shall also have printed for distribution to the members, the racing events of each season.

There shall be no appeal from the decision of this committee.

ARTICLE VI.

MEMBERSHIP.

SEC. 1.—The membership, exclusive of life members and officers of the United States Army and Navy, shall be limited to six hundred. Each candidate for membership must be proposed in writing by two members. The proposal must state the name, occupation and address of the person proposed, and shall be sent to the Secretary, and by him delivered to the Trustees. The name and address of the person so proposed, with the names of his proposers, must be posted in the Club House, at least ten days before action is taken upon such proposal. All proceedings of the Trustees upon any proposal for membership, and all communications received by them relating thereto, shall be regarded as confidential, and shall not be disclosed, except to state their final action thereon. Election to membership by the Trustees shall be by ballot, and two negative votes shall prevent an election. No person shall be elected a member unless he receives the affirmative vote of at least six Trustees. No Trustee shall propose any candidate for membership.

SEC. 2.—No person elected shall have the privileges of the Club until he shall have paid to the Treasurer the entrance fee and dues; and if the same are not paid within thirty days after notice of such election, the election shall be void.

SEC. 3—Life Membership—Any member in good standing may become a life member upon the payment of five hundred dollars, which shall be in lieu of all further annual dues. These payments shall constitute a sinking fund for the redemption of the outstanding bonds of the Club. Life membership shall be limited to (50) fifty.

SEC. 4.—Officers of the United States Army and Navy may become members after being duly elected, upon the payment of twenty-five dollars, initiation fee. They shall not be liable for annual dues.

SEC. 5.—A member in good standing, who is not in arrears or indebted to the Club, may resign his membership by delivering a written notice thereof to the Secretary, who shall report the same at the next meeting of the Club.

SEC. 6.—The rights and interests of any member in the property and privileges of the Club shall cease with the termination of his membership.

ARTICLE VII.

FEES AND DUES.

SEC. 1.—The entrance fee shall be One Hundred Dollars.

SEC. 2.—The yearly dues shall be Fifty Dollars, payable on the first day of February in each year, or, at the option of the member, one-half thereof may be paid on the first day of February, and one-half on the first day of August in each year. Members elected prior to the first day of August, in any year, shall be liable for the full amount of the current yearly dues. Members elected on or after the first day of August shall be liable for only one-half the current yearly dues. "Any member who shall be absent from the United States for the whole fiscal year, commencing on the first day of February, shall be exempt from the payment of dues, provided he shall give notice of his absence to the Secretary."

SEC. 3.—When the dues of any member, or any installment of dues, shall remain unpaid for the space of two months, the Treasurer shall notify such member that unless payment of the amount so in arrear shall be made within one month thereafter, his membership will terminate; and in case such dues, or installments thereof, be not paid pursuant to such notice, and the default be not accounted for to the satisfaction of the Board of Trustees, the member so in default shall thereupon cease to be a member of the Club, subject, however, to the provision of Clause 5, Section 7 of Article IV of this Constitution.

SEC. 4.—There shall be no assessment made.

ARTICLE VIII.

PERMANENT FUND.

All entrance fees received after May 1, 1886, shall be placed to the credit of a fund to be called the "Permanent Fund," and no part of this fund, or the income derived therefrom, shall be appropriated for any purpose, unless agreed to by three-fourths of the members present at a regular meeting, notice of the object of such appropriation having been given in the call for such meeting.

ARTICLE IX.

PENALTIES.

SEC. 1—Members are expected to discharge their indebtedness before leaving the Club House.

SEC. 2.—Any member who shall fail to pay an amount due the Club (other than the dues) for sixty days after notice of the indebtedness, and a request to pay the same, shall, upon the facts being presented to the Board of Trustees, cease to be a member, subject to the provisions of Clause 5, Section 7 of Article IV of the Constitution.

ARTICLE X.

MEETINGS.

SEC. 1.—The Annual Meeting shall be held in the city of New York on the third Wednesday of February.

SEC. 2.—The Commodore shall call special meetings on the written request of twenty members, or may do so in his discretion.

SEC. 3.—Twenty members shall constitute a quorum for the transaction of business at any meetings.

SEC. 4.—If, at the Annual Meeting, no quorum be present, the presiding officer shall adjourn the meeting to a day fixed by him, with the same effect as if held as above provided.

ARTICLE XI.

VOTING.

All members whether yacht owners or not, may vote at all elections and upon every question, except such as directly affects the government of yachts, regattas, and sailing regulations. In such cases, each yacht shall be entitled to one vote, but where two or more yachts are owned by one member, such member shall elect which yacht will vote, and cast its vote accordingly.

ARTICLE XII.

NOTICES.

Each member may inscribe in a book to be kept in the office, or may communicate to the Secretary by letter a mail address for notices from the Club, or any officer thereof; and may, in like manner, give notice of any change of such address. In the absence of an address so furnished, notices may be served by mailing them to a member at his last known address. Members shall be held to have received notices ten days after the same have been mailed as above provided.

ARTICLE XIII.

DISCIPLINE.

SEC. 1.—Any member or members having a complaint to make against any other member or members, for any infraction of the laws of the Club (other than the sailing regulations), or for conduct injurious to the welfare of the Club, shall report the same, in writing, to the Trustees.

SEC. 2.—After receiving such complaint, which must set forth the facts of the case, together with the names of the witnesses, if any, a meeting of the Trustees shall be held as soon as practicable to investigate the same. Of such meeting the member or members complained of, and the member or members making complaint, shall receive at least ten days' notice, and may then be heard. The statements and evidence shall be reduced to writing and filed with the Secretary, and shall not be disclosed. The Trustees shall have power to suspend or expel a member, or impose other penalty. Their decision shall also be filed with the Secretary, and he shall forward by mail or messenger a certified copy thereof to the member or members complained of, and also to the member or members preferring such complaint.

ARTICLE XIV.

AMENDMENTS.

This Constitution may be amended by a two-thirds vote of all present at any regular or special meeting of the Club; the proposed amendment having been stated in the call for the meeting.

BY-LAWS.

CHAPTER I.

RULES OF THE CLUB.

VISITORS.

A member may introduce a gentleman who is at the time residing in Larchmont, when accompanied by him to the Club House and grounds; such introduction may be extended for a period not exceeding three days, by registering the guest's name with his own in the Visitor's Book and obtaining a Visitor's Card. This privilege can be extended to the same gentleman but once during the season.

This limitation shall not apply to Corinthian Crews.

Any gentleman who does not reside at the time in Larchmont may be admitted to the privilege of the Club for a period of two weeks upon the application of a member and the issuing of a Visitor's Card. Such privilege will be extended to the same gentleman but once during the season.

No visitor can sign a check until his name has been registered by the member introducing him.

Members introducing strangers will be held responsible for their conduct, and for all indebtedness incurred by them.

All introductions must be made with the consent of the House Committee, and they may at any time revoke any introduction.

LADIES.

Ladies may be admitted to the house and grounds one day in the week (day to be determined by the Trustees) when accompanied by a member or when bearing a Visitor's Card. The Trustees may temporarily suspend this privilege whenever they deem it proper to do so, but in case of such action other days shall be named on which ladies may be admitted and the number of such days shall in any event equal the number of weeks that the Club remains in commission.

INDEBTEDNESS.

On the first day of each month the Treasurer shall send notice to each member of the amount in which he may be indebted to the Club, with a request to pay the same before the fifteenth of the same month. If the amount be not paid before the fifteenth of such month, the name of such delinquent shall be posted in the Club House, his credit shall be suspended, and the House Committee shall send him notice thereof. In case of non-payment before the first of the following month, the delinquent will be suspended, and in case of non-payment within thirty days from the latter date the delinquent will, upon the facts being stated to the Board of Trustees, cease to be a member of the Club.

No member can resign while indebted to the Club.

Property of the Club injured or lost will be charged to the member with whom the accident occurred.

RESTRICTIONS.

No loud talking or other disturbance will be permitted in or near the sleeping apartments.

No loud talking will be permitted in the Library.

No round games or games of chance for money stakes shall be played.

Servants are not permitted to leave the grounds on errands for members.

No gratuities shall be given to any employee.

No person shall take from the houses or grounds any property of the Club.

Publications belonging to the Club must not be taken from it, nor must filed newspapers be removed from the house.

Meals for less than four persons cannot be served in a private dining-room.

COMPLAINTS.

Complaints or suggestions to the House Committee shall be made in writing.

Members are requested to notify the House Committee of any violations of the rules.

CHAPTER II.

NOTICES OF MEETINGS.

Notices shall be sent to every member of all meetings at least ten days prior thereto. Notices of special meetings shall state the purpose for which they are called.

CHAPTER III.

ORDER OF BUSINESS.

1. Reading Minutes.
2. Reports of Officers.
3. Reports of Committees.
4. Unfinished Business.
5. General Business.
6. Installation of Officers.

In case of dispute as to order and debate, Cushing's Manual of Parliamentary Rules shall govern.

All reports of officers and committees shall be in writing, and, if accepted, filed with the Secretary.

CHAPTER IV.

ENROLLMENT.

SEC. 1.—Every yacht owned or controlled, wholly or in part, in good faith, by a member or members of this Club, may be enrolled in the squadron of the Club, upon the owner filing with the Secretary a description thereof, containing its name, dimensions, rig, ownership, and name of builder, time and place of building, if known.

SEC. 2.—Every member selling or permanently altering the rig or model of any yacht enrolled in the Club, or changing his private signal, shall give notice thereof to the Secretary. No yacht which is not registered on the Club record shall be entitled to representation in the Club.

CHAPTER V.

SIGNALS.

SEC. 1.—The distinguishing signal of the Club shall be a pointed burgee; the device, three blue and two white perpendicular stripes.

SEC. 2.—Each yacht shall have a distinguishing signal flag.

SEC. 3.—The length of these signals shall not exceed one-half inch for each foot of the height from water line to truck, and the width shall be two-thirds of the length.

SEC. 4.—The distinguishing night signal of the Club shall be a Coston light, showing blue—red—blue in succession.

CHAPTER VI.

PENNANTS.

SEC. 1.—The Commodore shall fly a broad rectangular blue pennant; the device, three white stars in a horizontal line.

SEC. 2.—The Vice-Commodore's pennant shall be the same as the Commodore's, substituting a red for a blue field.

SEC. 3.—The Rear-Commodore's pennant shall be the same as the Commodore's substituting a white for a blue field, and blue for white stars.

SEC. 4.—The Acting Commodore shall fly a broad rectangular blue pennant without device.

SEC. 5.—The Fleet Captain shall fly a broad rectangular blue pennant, with one white star in the upper corner of the hoist.

SEC. 6.—The size of these pennants shall conform to Chapter V, "Signals."

CHAPTER VII.

HOISTING COLORS.

All yachts, when in commission, shall hoist their colors at eight o'clock A. M. of each day of the season, and haul them down at sunset. After the season they shall hoist them at nine o'clock A.M.

CHAPTER VIII.

GIVING THE TIME.

SEC. 1.—When two or more yachts are sailing in company, or at anchor within sight of each other, they shall take the time for setting and hauling down their colors from the senior officer present.

SEC. 2.—No guns are to be fired except by the yacht giving the time.

SEC. 3.—No guns are to be fired on Sunday, nor between sunset and colors.

CHAPTER IX.

FLEET CAPTAIN.

The Fleet Captain shall communicate with the officers of the squadron on behalf of the Commodore, and shall hold office during the pleasure of the latter. When on duty, he shall carry his pennant in the bow of his boat.

CHAPTER X.

RACING FIXTURES.

There shall be a Spring Regatta to be sailed on the Third Saturday in June of each year.

An Annual Regatta on the Fourth day of July of each year.

A Race Week, commencing the Second Saturday in July, and ending the Third Saturday in July for the year 1901.

A Special Race on the Saturday previous to the First Monday in September.

A Fall Regatta (on Labor Day) the First Monday in September.

A Special Race on the Second Saturday in September.

CHAPTER XI.

PRIZES.

At all Regattas a prize shall be offered in each class, and in each class in which four or more yachts start a second prize shall be offered.

CHAPTER XII.

UNIFORM.

A uniform shall be adopted by the Club.

CHAPTER XIII.

COMPENSATION.

The Secretary and Treasurer shall each be allowed the sum of one hundred dollars per annum for clerk's salary.

CHAPTER XIV.

THE SUSPENSION OF BY-LAWS.

These By-Laws or any one or more of them, may be suspended at any meeting by a unanimous vote of the members present. Such suspension must expire with the meeting at which it is ordered.

CHAPTER XV.

AMENDMENTS.

These By-Laws may be altered or amended by a two-thirds vote of all present at any regular or special meeting of the Club, the proposed amendment having been stated in the call for the meeting.

RACING RULES.

RULE I.

1. The following rules shall govern all the races of the Club and any race sailed under its auspices, unless otherwise specified in the notice of the conditions for the race.

2. The rules shall apply to all yachts sailing in a race, whether in the same or in different classes.

3. All yachts belonging to the Club, not sailing in a race, shall keep out of the way of yachts in the race, and to leeward of them.

4. Yachts entered in a race shall be amenable to these rules from the time the preparatory signal is made.

5. The decision of the Regatta Committee shall be final (Constitution, Art. 5, Sec. 2).

RULE II.

CLASSIFICATION.

1. All yachts shall be classed according to their racing length.

SCHOONERS.

SERIES A.

Class A. All over 95 feet racing length.
Class B. Not over 95 and over 85 feet racing length.
Class C. Not over 85 and over 75 feet racing length.
Class D. Not over 75 and over 65 feet racing length.

SERIES B.

Class F. Not over 65 feet racing length.

SLOOPS, CUTTERS AMD YAWLS.

SERIES A.

Class G. All over 80 feet racing length.
Class H. Not over 80 and over 70 feet racing length.
Class I. Not over 70 and over 60 feet racing length.
Class J. Not over 60 and over 51 feet racing length.

SERIES B.

Class K. Not over 51 and over 43 feet racing length.
Class L. Not over 43 and over 36 feet racing length.
Class M. Not over 36 and over 30 feet racing length.
Class N. Not over 30 and over 25 feet racing length.

SERIES C.

Class P. Not over 25 and over 21 feet racing length.
Class Q. Not over 21 and over 18 feet racing length.
Class R. Not over 18 feet racing length.

MAINSAIL YACHTS.

Class S. Not over 30 and over 25 feet racing length.
Class T. Not over 25 and over 20 feet racing length.
Class V. Not over 20 feet racing length.

The Regatta Committee, with the approval of the Commodore, may establish Special Classes for any regatta.

RULE III.

LIMIT OF DRAFT.

1. The maximum draft of any yacht when in racing trim shall not exceed that specified for her class, in the following table exclusive of centreboard, except as hereafter mentioned. But this limit shall not apply to any yacht in existence prior to October 22d, 1896, when racing in the class in which she was classified prior to that time. This exemption, however, shall not be so construed as to permit a vessel launched prior to October 22d, 1896, to increase her draft beyond the limit allowed for her class.

SCHOONERS.

Class A.	Over 95 feet R. L., . . .	Draft no limit.
Class B.	Not over 95 feet R. L., .	draft, 14 ft.
Class C.	“ “ 85 “ “ . . .	“ 13 “
Class D.	“ “ 75 “ “ . . .	“ 12 “
Class F.	“ “ 65 “ “ . . .	“ 11 “

SLOOPS, CUTTERS AND YAWLS.

Class G.	Over 80 feet R. L.,	Draft no limit.
Class H.	Not over 80 feet R. L.,	draft, 14 ft.
Class I.	“ “ 70 “ “	“ 13 “
Class J.	“ “ 60 “ “	“ 11. 5 “
Class K.	“ “ 51 “ “	“ 10.25 “
Class L.	“ “ 43 “ “	“ 9 “
Class M.	“ “ 36 “ “	“ 8 “
Class N.	“ “ 30 “ “	“ 7 “
Class P.	“ “ 25 “ “	“ 6 “
Class Q.	“ “ 21 “ “	“ 5 “
Class R.	“ “ 18 “ “	“ 4 “

MAINSAIL YACHTS.

Class S.	Over 25 feet R. L.,	Draft, 7 ft.
Class T.	Not over 25 feet R. L.,	“ 6 “
Class V.	“ “ 20 “ “	“ 5 “

Any yacht whose draft exceeds that allowed in her class shall be eligible to race in such class, but the amount of excess shall, in computing her measurement for racing length, be multiplied by two and added to the length of the L. W. L., provided, however, that in no case shall this excess be more than ten per cent. of the draft allowed in her respective class. On all yachts launched after November 1st, 1896, there shall be placed upon the hull, and immediately over the point of greatest draft, a metal plate or other distinct mark. Such mark shall be placed above the L. W. L., and within six inches of it, and the owner shall furnish to the Regatta Committee a certificate of the vessel's draft to such mark, signed by himself, the designer or the builder of the yacht.

ALLOWANCE FOR RIG.

In mixed rig races, schooners shall be rated at eighty-five per cent of their racing length, and yawls at ninety-three per cent. of their racing length, as hereinafter defined, for time allowance only.

RULE IV.

MEASUREMENT.

Yachts shall be measured and rated for time allowance and classification according to the following method :

To the square root of the sail area, add the load water-line length and divide the sum by two.

$$\frac{\sqrt{SA}+LWL}{2}=R.L.$$

The result is the measurement for time allowance, and shall be known as Racing Length.

The measurements shall be obtained as follows :

A base line shall be taken from a point midway between the jib topsail stay and the jib stay on the bowsprit, or between the flying jib stay and jib topsail stay on the jibboom, in a straight line to the end of the mainboom. To this measure shall be added that length of main gaff which will remain after 80 per cent. of the topmast has been subtracted from it. The gaff, for this purpose, shall be measured from the after side of mast to the end, and the topmast from hounds to the lower side of sheave in topsail halyard block. The length of base line as above defined shall be modified in any case where the spinnaker boom measures more than the distance from the fore side of foremast in a schooner, or mainmast in a single-masted vessel, to the forward point of base line as previously defined. Any excess in the length of spinnaker boom beyond this point shall be added to the base line. The length to be measured for spinnaker boom shall be the extreme distance, when in use, of its outer end from the centre of the foreside of the mast on which it is carried.

For yawls the base line shall be taken from the same point forward as in vessels of other rig, to the after end of the mizzen boom.

A perpendicular line to be taken along the after side of the mainmast from the under side of the sheave of the highest halyard block or sheave on the topmast, to the upper side of boom when resting on the saddle, or on the lowest part of goose neck the distance of which point from main deck to deckhouse shall be recorded by the Measurer, together with other points used in the measurements.

To obtain the estimated area from these figures, multiply the base by the perpendicular and divide the product by two.

Length is the length on the L. W. L., exclusive of any portion of the rudder or rudder-stock, and is to be ascertained when the yacht is afloat and in her ordinary trim, and with the crew, if aboard, stationed amidships. Classes P, Q, R, S, T, and V shall be measured with a weight on board equal to 150 pounds for each man allowed for crew in their respective classes. The Measurer, at the time of making his measurement, to fix a distinctive mark at each point.

In boats which carry no head sail, the forward point of measurement for the base line shall be the after side of the mast, or of the foremast if there shall be more than one mast.

On vessels which carry no topmasts the upper point of measurement for the perpendicular shall be the lower side of the sheave of the upper block of the peak halyard. In such vessels the distance between the under side of the sheave of the highest block used for the peak halyard, and the under side of the sheave of the throat halyard block, shall be used in the same way as is the length of the topmast where one is carried.

When in any case owing to peculiarity of rig, the sail area of a yacht cannot in the judgment of the Measurer be fairly measured in the customary way, he may, with the sanction of the Regatta Committee take such measurements as will enable him to compute the actual area of sail carried, or that may be carried on the spars used.

RULE V.

RULES AND FEES FOR MEASURING.

1. The owner of the yacht to be measured shall notify the Measurer, in writing, specifying the time and place where the yacht will be, such time to be not less than twenty-four hours after the delivery of the notice, and such place to be Larchmont Harbor, or some convenient part of New York Harbor.

2. The Measurer's fee shall be as follows: For each open yacht and each yacht of less than thirty feet in length on the load water-line, five dollars; and for all other yachts, ten dollars each. These fees shall be paid by the Treasurer, and collected by him from the owner or owners of the yacht so measured.

3. The measurer will make out a certificate in duplicate and will deliver both copies thereof to the Treasurer of the Club, who shall deliver one to the Chairman of the Regatta Committee, and shall send the other to the owner of the yacht so

measured, with a bill for the amount of the Measurer's fee.

In the case of yachts entering from another Club, the Regatta Committee will accept a certificate of measurement signed by the official Measurer of the Club from which said yacht may be entered, reserving the right, however, in all cases, with or without protest, to require such yacht to be remeasured by the Measurer of the Larchmont Yacht Club, in which case the owner of the yacht so remeasured will be required to pay the Measurer's fee.

4. Any yacht whose owner shall refuse to submit to such remeasurement, or shall refuse or neglect to pay the established fee therefor, shall thereafter be debarred from participating in the races and regattas of the Club, unless such disqualifications shall be removed by the Regatta Committee.

RULE VI.

LINES AND MODELS.

1. The owner of any yacht winning a race shall, if requested by the Regatta Committee, deposit with the Secretary her lines accurately taken off and drawn on paper by the Measurer, or approved and their correctness duly certified by him. The scale for the drawings shall be three-eighths of an inch to the foot for yachts measuring more than 70 feet, load water-line length ; one-half an inch to

the foot for yachts measuring 45 feet and not over 70 feet load water-line length; five-eighths of an inch to the foot for yachts measuring less than 45 feet load water-line length.

2. Any yacht having lines on file with the Club shall not be subject to the charges of this rule unless she shall, consequent to such survey, have had changes made in her model.

3. The drawings shall consist of a sheer plan, body plan and half breadth plan.

The sheer plan shall show the contour of the vessel, including the lines of rail and plank-sheer, with the actual load water-line, and two water-lines dividing the distance between the load water-line and the rabbet-line at the middle section into three equal parts; also two buttock-lines dividing the greatest half breadth on the load water-line into three equal parts, and shall show the position of masts, centreboard and outside ballast.

The body plan shall be made by dividing the load water-line into not less than six equal parts, and a section taken to the outside of plank at each point of division, and shall also show a projection of the stern, and two buttock-lines, as described in the sheer plan.

The half breadth plan shall consist of the outline of the rail, deck and load water-line, and shall also show the water-lines, and buttock-lines above described.

4. The fee for surveying and making the drawings shall be $30, half to be paid by the Club, and half by the owner, the drawing to remain the property of the Club. From the said drawings, the Club shall have the privilege of constructing models.

5. Should the yacht be docked away from a convenient part of New York, the time and travelling expenses of the Measurer and Assistant must be paid by the owner. No prize shall be delivered until all fees and expenses shall have been paid to the Treasurer and a certificate of survey filed by the Measurer with the Secretary.

6. There shall be no models exhibited in the model room of the Club except those of winners. No person, other than the United States Naval Constructor, shall be permitted to copy the lines or model of any yacht without the permission, in writing, of the owner, nor shall the lines or model of any yacht be removed from the club house without authority from the Board of Trustees, who shall keep in a book provided for the purpose a record of the same with full particulars relating to each model, when built, altered, rig, and races won.

RULE VII.

TIME ALLOWANCE.

1. Time allowance shall be calculated upon the racing length according to the table of allowances of the Club, which is calculated at 60 per cent. of

the theoretical allowance based upon the principle that opportunities for speed vary as do the square roots of the lengths of vessels of different sizes, and yachts shall be rated for difference of measurement accordingly.

2. Any yacht launched after Nov. 1st, 1896, shall not be entitled to any time allowance from other yachts in her class, except as provided in Sec. 4, mixed rig classes and in Special Races when it must be so stated in the notice of the race, except in Class A of Schooners and G of Sloops.

3. Any yacht which has her measurement increased for the purpose of sailing in a class above that in which she would sail according to the last official measurement taken prior to November 1st, 1896, shall not be entitled to any time allowance from other yachts in that class.

4. Any yacht alone in her class may sail in the class next above, but in such case such yacht shall assume and be entered as of the mean racing length specified for the class in which she so enters; but this shall not be so construed as to permit a sloop, cutter or yawl to enter in a schooner class.

RULE VIII.

FILING CERTIFICATE.

The owner of every winning yacht, except in

Classes of schooners, and G, H, I, J and K of sloops, shall within twenty-four hours of the finish of the race, and before the awarding of the prize, file with the Regatta Committee the names, occupations and addresses of his crew, and his certificate that they are amateurs, as provided in Rule XVI. The owner of every winning yacht shall sign a declaration that all rules have been complied with.

RULE IX.

SPECIAL RACES.

All special races sailed under the auspices of the Club shall be under the direction of the Regatta Committee, and shall be governed by the rules and regulations applicable to regattas, unless otherwise expressly provided.

RULE X.

ENTRIES.

1. All entries shall be made in writing and signed by the owner or his representative, giving name of yacht, rig, number, draft and racing length calculated according to the foregoing rule for measurement, which shall be verified by the Measurer of the Club before any prize will be awarded to such yacht; and all such entries must be lodged with the Regatta Committee at Larchmont, not later than 36 hours previous to the time

of starting, exclusive of Sundays, unless otherwise ordered by said Committee.

2. The racing measurement of a yacht must be filed with the Regatta Committee before 10 A. M. on the morning of the race, otherwise her time will not be taken; except in case a statement, from the Measurer of the Club, is filed with the Regatta Committee relieving the owner from neglect.

3. The Regatta Committee may refuse or accept an entry made after the time of closing.

4. At all Regattas the Flag Officers and Regatta Committee may invite entries from such other yacht clubs as they may deem advisable.

5. A yacht owned wholly or in part by a member of the Regatta Committee shall not be entered for any regatta of the Club.

6. No member or owner shall be interested in more than one yacht in any one class, except in the case of a member who has chartered his yacht for not less than 30 days to another member of the Club, or any Club invited to participate in the race.

RULE XI.

PRIZES.

At least two yachts must start in any one class to entitle a yacht to a prize of the full value. Should a yacht be obliged to sail alone in her class, and shall go over the course of her class, she shall be entitled to a prize of one-half the value of the regular prize, and upon same shall be inscribed "Sailover Prize." In classes in which three or more yachts start with full intention of completing the course a second prize will be given and in classes in which five or more yachts start with like intention three prizes will be given.

RULE XII.

BOATS AND LIFE-BUOYS.

1. All yachts shall carry at least two serviceable life-buoys on deck or in cockpit ready for use.

2. Classes A, B and C of schooners and Classes G and H of sloops, cutters and yawls, shall carry on deck a serviceable round bottom boat, not less than 14 feet in length, with oars and rowlocks or tholepins lashed in and Classes D and F of schooners and I of sloops shall carry a boat as above not less than 12 feet in length, and Class J shall carry a boat as above not less than 10 feet in length.

RULE XIII.

COURSES.

In all the Regattas of this Club, courses for the respective classes shall be selected on the morning of the race, and be signaled from the Judges' steamer.

For the purpose of signaling the courses to be sailed the Classes are divided into Three Series :

Series A.

Includes { Classes A, B, C and D of Schooners.
Classes G, H, I and J of Sloops, Cutters and Yawls.

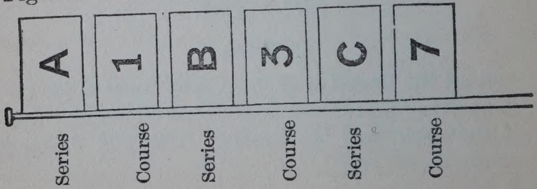
Series B.

Includes { Class F of Schooners.
Classes K, L, M and N of Sloops, Cutters and Yawls.

Series C.

Includes { Classes P, Q, R, S, T and V of Sloops, Cutters, Yawls and Mainsail Yachts.

Not later than fifteen minutes prior to the preparatory signal being given, the Regatta Committee shall fly from the forward Flag Staff on Judges' Steamer, the Series Letters A, B and C, and under each the number of the course to be sailed by the classes comprising the series of the letter above—White Flags, Black Letters and Figures will be used—Example :



COURSE NO. 1.

For Classes A, B, C, D of Schooners and Classes G, H, I and J.—From off Larchmont to and around a stake-boat with two masts displaying blue and white balls thereon anchored in the middle of Long Island Sound; distance 6 nautical miles, course E ¾ N., leaving same on the starboard hand; thence to and around white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 6 nautical miles, course S. W. ⅝ W., leaving same on the starboard hand; thence to and around the southwesterly stake-boat off Larchmont; distance 3 nautical miles, course N. N. W., leaving same on the starboard hand; thence over and around the above course a second time, to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 30 nau. miles.

1st Leg—E. ¾ N	6 Miles.
2d Leg—S. W. ⅝ W	6 "
3d Leg—N. N. W	3 "
	15 Nau. Miles.

COURSE NO. 2.

For Classes A, B, C, D of Schooners and Classes G, H, I and J.—From off Larchmont to and around a white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 3 nautical miles, course S. S. E., leaving same on the port hand; thence to and around a stake-boat with two masts displaying blue and white balls thereon anchored in middle of Long Island Sound, distance 6 nautical miles, course N. E. ⅝ E., leaving same on the port hand; thence to and around south-westerly stake-boat off Larchmont, distance 6 nautical miles, course W. ¾ S., leaving same on the port hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance 30 nau. miles.

1st Leg—S. S. E.	3 Miles.
2d Leg—N. E. ⅝ E.	6 “
3d Leg—W. ¾ S.	6 “
	15 Nau. Miles.

Course No. 3.

For Class F of Schooners and Classes K, L, M and N.—From off Larchmont to and around a red dory with blue and white ball thereon anchored in the middle of Long Island Sound, distance 4 nautical miles, course East, leaving same on the starboard hand; thence to and around white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 4 nautical miles, course S. W., leaving same on the starboard hand; thence to and around south-westerly stake-boat off Larchmont, distance 3 nautical miles, course N. N. W., leaving same on the starboard hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 22 nau. miles.

1st Leg—East	4 Miles.
2d Leg—S. W.	4 "
3d Leg—N. N. W.	3 "
	11 Nau. Miles.

Course No. 4.

For Class F of Schooners and Classes K, L, M and N.—From off Larchmont to and around white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 3 nautical miles, course S. S. E., leaving same on the port hand; thence to and around a red dory with blue and white ball thereon anchored in the middle of Long Island Sound, distance 4 nautical miles, course N. E., leaving same on the port hand; thence to and around southwesterly stake-boat off Larchmont, distance 4 nautical miles, course West, leaving same on the port hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 22 nau. miles.

1st Leg—S. S. E	3 Miles.
2d Leg—N. E.	4 "
3d Leg—West	4 "
	11 Nau. Miles.

COURSE NO. 5.

For all Schooners and Classes G, H, I, J, K, L, M and N.—From off Larchmont to and around white spar buoy, letter "L" in black painted thereon, off Parsonage Point, Rye Neck, distance 3 nautical miles, course E. N. E., leaving same on the starboard hand; thence to and around white spar buoy, letter "L" in black painted thereon, off Red Spring Point, Hempstead Harbor, distance 3⅞ nautical miles, course South, leaving same on the starboard hand; thence to and around southwesterly stake-boat off Larchmont, distance 3⅞ nautical miles, course N. W., leaving same on the starboard hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 21½ nau. miles.

1st Leg—E. N. E.	3 Miles.
2d Leg—South	3⅞ "
3d Leg—N. W.	3⅞ "
	10¾ Nau. Miles.

Classes A, B, C and D of Schooners and Classes G, H, I and J, over and around the above course three miles. Total distance, 32¼ nau. miles.

COURSE NO. 6.

For all Schooners and Classes G, H, I, J, K, L, M and N.—From off Larchmont to and around a white buoy, letter "L" in black painted thereon, off Red Springs Point, Hempstead Harbor, distance 3⅞ nautical miles, course S. E., leaving same on the port hand; thence to and around a white spar buoy, letter "L" in black painted thereon, off Parsonage Point, Rye Neck, distance 3⅞ nautical miles, course North, leaving same on the port hand; thence to and around southwesterly stake-boat off Larchmont, distance 3 nautical miles, course W. S. W., leaving same on the port hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 21½ nau. miles.

1st Leg—S. E.	3⅞	miles.
2d Leg—North	3⅞	"
3d Leg—W. S. W	3	"
	10¾	Nau. Miles.

Classes A, B, C and D of Schooners and Classes G, H, I and J over and around the above course three times. Total distance, 32¼ nau. miles.

COURSE NO. 7.

Classes P, Q, R, S, T and V.—From off Larchmont to and around a red dory with blue and white ball thereon anchored in the middle of Long Island Sound, distance 2 nautical miles, course East, leaving same on the starboard hand; thence to and around a red dory with blue and white ball thereon anchored 2 nautical miles distance, course S. W., leaving same on the starboard hand; thence to and around southwesterly stake-boat off Larchmont, distance 1½ nautical miles, course N. N. W., leaving same on the starboard hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 11 nau. miles.

1st Leg—East	2 Miles.
2d Leg—S. W.	2 "
3d Leg—N. N. W.	1½ "
	5½ Nau. Miles.

COURSE NO. 8.

For Classes P, Q, R, S, T and V.—From off Larchmont to and around a red dory with blue and white ball thereon anchored 1½ nautical miles distance, course S. S. E., leaving same on the port hand ; thence to and around a red dory with blue and white ball thereon anchored 2 nautical miles distance, course N. E., leaving same on the port hand ; thence to and around the southwesterly stake-boat off Larchmont, distance 2 nautical miles, course West, leaving same on the port hand; thence to and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 11 nau. miles.

1st Leg—S. S. E.	1½	Miles.
2d Leg—N. E.	2	"
3d Leg—West.	2	"
	5½	Nau. Miles.

Course No. 9.

For Classes P, Q, R, S, T and V.—From off Larchmont to and around red spar buoy on Scotch Caps' Reef, course E. N. E. ¼ E. distance 1⅜ nautical miles, leaving same on starboard hand ; thence to and around a blue dory with blue and white ball therecn anchored in middle of Long Island Sound, course S. ½ E., distance 1⅞ nautical miles, leaving same on the starboard hand ; thence to and around southwesterly stake-boat off Larchmont, course N. W., distance 2 nautical miles, leaving same on the starboard hand ; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 10½ nau. miles.

1st Leg—E. N. E. ¼ E.	1⅜	Miles.
2d Leg—S. ½ E.	1⅞	"
3d Leg—N. W.	2	"
	5¼	Nau. Miles.

COURSE No. 10.

For Classes P, Q, R, S, T and V.—From off Larchmont to and around a blue dory with blue and white ball thereon anchored in middle of Long Island Sound, 2 nautical miles distance, course S. E., leaving same on the port hand ; thence to and around red spar buoy on Scotch Caps' Reef, 1⅞ nautical miles distance, course N. ½ W., leaving same on the port hand ; thence to and around southwesterly stake-boat off Larchmont, 1⅜ nautical miles distance, course W. S. W. ¼ W., leaving same on the port hand ; thence to and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 10½ nau. miles.

1st Leg—S. E.	2 Miles.
2d Leg—N. ½ W	1⅞ “
3d Leg—W. S. W. ¼ W	1⅜ “
	5¼ Nau. Miles.

All courses and bearings are magnetic.

Stake-boats will carry at the mast-head a large blue and white striped ball, and floats when used will fly the Club Flag.

Competing yachts must not pass between either of the buoys on Hen and Chickens' reef, nor to the northward of the Scotch Caps' buoy, nor to southward or inside of the buoy off Matinicock Point, for either course. The restriction regarding Scotch Caps' buoy does not apply to yachts in Classes in Series C.

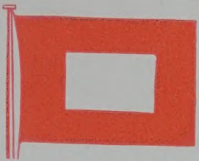
Notice.

At night the home stake-boats will carry two red lights, one above the other, and the easterly stake-boat at intervals will burn the night signal of the Club, showing blue, red, blue in succession.

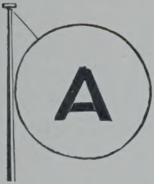
Should any stake-boat or float be removed from its proper position, either by accident or design, then the Judges' steamer will anchor a raft flying the Club flag; but should it be impossible for the Judges' steamer to arrive at turning point in time to act, then the Regatta Committee may at their option order the race re-sailed.

If it should in the judgment of the Regatta Committee appear, prior to the first turning of the home mark, that the yachts in their respective classes cannot go twice around their courses and finish the race within the time limit (Rule XIX) they shall have power to stop any or all classes at the home mark on the first round. Notice being given by a long blast of the whistle and the hoisting of the Red Flag with white square in centre and underneath same the white balls with the series numbers A, B and C thereon (as shown in the illustration on the following page) from the Judges steamer, said signal shall remain hoisted and yachts shall finish between the two stakeboats the same as if they had been over the course the requisite number of times for the full course. This shall constitute and be called a race.

REGATTA SIGNALS.

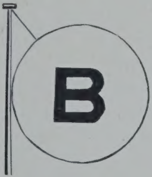


Signal



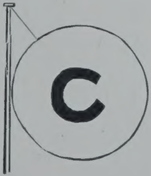
Series

Shall Finish on
First Round



Series

Shall Finish on
First Round



Series

Shall Finish on
First Round

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RULE XIV.

SAILS.

1. The carrying of sails in regattas shall be restricted as follows : except that in classes A, B, C and D of Schooners and classes G, H, I and J of Sloops, club top-sails may be carried.

2. Schooners.—Mainsail, a jib headed maintopsail, maintopmast staysail, foresail, a jib headed foretopsail, a forestaysail, jib, flying jib, jib topsail and spinnaker.

3. Cabin Sloops, Cutters and Yawls.—Mainsail, jib headed topsail, forestaysail, jib, jib topsail and spinnaker ; and, on yawls, a mizzen and mizzen staysail.

4. No extra spars, booming out or whisker poles, excepting a spinnaker boom, shall be used in any of the above classes.

5. Mainsail Yachts.—Mainsail.

6. A jib headed main or foretopsail must not extend above the highest point used for official measurement, nor beyond the end of the gaff.

7. A spinnaker must be triangular, and must not extend above the truck.

8. Yachts may set balloon sails over working sails.

9. Manual power shall only be used in working sails.

RULE XV.

PRIVATE SIGNAL AND NUMBER.

Each yacht shall carry her *private* signal at the main peak and display her racing number above the reef points at an equal distance from the luff and leach on both sides of the mainsail.

RULE XVI.

CREWS.

1. In all races each yacht must be steered by the owner or other amateur, except in Classes of Schooners and G, H, I, J and K of Sloops, Cutters and Yawls in which there shall be no restrictions as to sailing-master, helmsman or professional crew.

2. All other yachts must be manned by amateurs, but any yacht in Classes L, M and N may carry her regular crew, and Classes P, Q, R, S, T and V may carry one professional,

3. The number of men permitted on a yacht during a race shall not exceed that given by the

following table. On yachts in Classes N, P, Q, S, T and V not more than one lady can be carried.

SCHOONERS.

Class A.	1 man to every 2 feet of R. L. or fraction thereof.		
Class B.	95	feet R. L.	35 men.
Class C.	85	“ “	30 men.
Class D.	75	“ “	25 men.
Class F.	65	“ “	20 men.

SINGLE-MASTED VESSELS AND YAWLS.

Class G.	3 men to every 5 feet of R. L. or fraction thereof.		
Class H.	80	feet R. L.	25 men.
Class I.	70	“ “	20 men.
Class J.	60	“ “	15 men.
Class K.	51	“ “	12 men.
Class L.	43	“ “	9 men.
Class M.	36	“ “	7 men.
Class N.	30	“ “	5 men.
Class P.	25	“ “	4 men.
Class Q.	21	“ “	3 men.
Class R.	18	“ “	3 men.

MAINSAIL YACHTS.

Class S.	30	feet R. L.	5 men.
Class T.	25	“ “	4 men.
Class V.	20	“ “	3 men.

4. In any special race the Regatta Committee shall have power to remove any and all restrictions as to crew, helmsmen and sails, but notice of same must be printed on notice of the race, or agreed to in writing by each and every yacht in a class so requesting modifications.

RULE XVII.

FITTINGS, BULKHEADS, BALLAST, ETC.

1. After 9 A. M. on the day of a race no water shall be started from or taken into the tanks or other receptacles for the same on any yacht.

2. All Yachts, except in Class A of schooners and G of sloops, must carry one serviceable anchor and cable on board, and keep their ceilings down, bulkheads standing, and their galley fixtures and fittings on board, and in their proper places.

3. No trimming by dead weight will be allowed after the preparatory signal has been given.

4. A race postponed or re-sailed shall, so far as regards this rule be considered a new race.

RULE XVIII.

RACE POSTPONED OR RE-SAILED.

No new entries shall be received for a race postponed or re-sailed. Should, however, any yacht duly entered not start—or, having started, withdraw—such yacht shall, in the event of the race being postponed or re-sailed, be entitled to start; but no new entry shall be received under any circumstances for such regatta, and no yacht disqualified in such regatta shall be entitled to start in case the same shall be re-sailed.

RULE XIX.

TIME OF RACE LIMITED.

1. No race in any class shall be considered made unless finished by one of the yachts in that class before one-half an hour after the time of sunset, as given in the table in the Annual Club Book, (also see page 75) except when it is specified in the notice of race that there shall be no limit to the time in which the race shall be sailed.

2. Should any race not be made within the time specified, the Regatta Committee shall order the race re-sailed, fixing date and giving proper notice of same.

RULE XX.

POSTPONEMENT OF RACES.

The Regatta Committee shall have power to postpone any race, should unfavorable weather, accident or other circumstances render such a course "desirable," in which case the letter "N" of the International Code will be displayed from the Judges' boat and attention called thereto by a long blast of the whistle.

RULE XXI.

NUMBERS AND INSTRUCTIONS.

Each yacht entered for a race shall apply at the Club House on or before 9 A. M. of the morning of the race for numbers and instructions as to the course to be sailed, etc.

RULE XXII.

START AND FINISH.

1. All starts for each class shall be what is known as one gun starts.

2. The time at the finish shall be taken when the point marked by the foremast in schooners, and the mainmast in single-masted vessels and yawls, crosses the line.

If this point in any yacht be across the line when the signal for starting is given she must return and recross the line.

3. A yacht so returning, or one working into position from the wrong side of the line after the signal for starting has been given, must keep clear of and give way to all yachts in the race.

4. The starting and finishing line shall be an imaginary one, and drawn between two stake boats, each carrying at the masthead a large blue and white striped ball, anchored off Larchmont Harbor. At night the stake boats will each carry two red lights, one above the other; the easterly one will also at intervals show the Club Night signal—blue, red, blue.

5. A competent person appointed by the Committee shall be placed on the easterly stake-boat at the finishing line, who shall time the yachts in the absence of the Regatta Committee, and this time shall be considered final.

REGATTA SIGNALS.

PREPARATORY.—A red rectangular flag, with white square in center, displayed from flagstaff on Judges' steamer as a signal for yachts to approach the starting line.

START.—A large white ball with the Class letter thereon, substituted for the red flag as a signal for the yachts in said class to start and this ball will remain hoisted five minutes and be the Preparatory for the succeeding class. At the expiration of the five minutes another white ball with the class letter thereon will be substituted for the previous one as a signal for that class to start, this will remain hoisted five minutes, and so on until all the classes have been started. In case more than one class is to be started at the same time, the balls with the class letters thereon representing the respective classes intended to be started will be displayed simultaneously. Notice of same, however, will be given with the instructions on the morning of the race.

In special races, when only a few classes are to race, the starting signals used will be only those representing the classes in the race, the largest class being started first, the next largest second, and so on. The notice of the race will always indicate the classes and order of starts for same with a five-minute interval between each class.

Attention will be called to each of these signals by a blast of the whistle from the Judges' steamer. All yachts shall be timed as starting from the hoisting of the white ball with their class letter thereon.

In case the whistle should not work, the hoisting of the signals shall be deemed sufficient notice.

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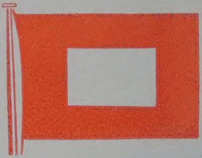
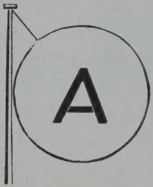
REGATTA SIGNALS.

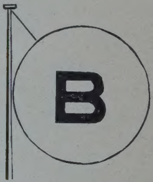


Signal

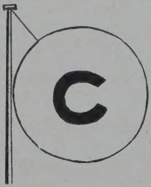
Start Class A.
Preparatory Class B.



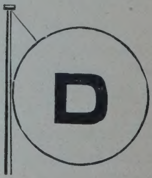
Start Class B.
Preparatory Class C.



Start Class C.
Preparatory Class D.



Start Class D.
Preparatory Class F.



When **B** is displayed **A** comes down.
When **C** is displayed **B** comes down.
ETC., ETC.

EXAMPLE OF ORDER OF STARTS.

		A. M.
Preparatory Signal Red Flag (white centre)		11.30
Start Class A Preparatory Class B	White Ball A thereon	11.35
Start Class B Preparatory Class C	White Ball B thereon	11.40
Start Class C Preparatory Class D	White Ball C thereon	11.45
Start Class D Preparatory Class F	White Ball D thereon	11.50
Start Class F Preparatory Class G & H	White Ball F thereon	11.55
Start Class G & H Preparatory Class J	White Ball G " " H thereon	M. 12.00
Start Class J Preparatory Class K	White Ball J thereon	P. M. 12.05
Start Class K Preparatory Class L	White Ball K thereon	12.10
Start Class L Preparatory Class M	White Ball L thereon	12.15
Start Class M Preparatory Class N	White Ball M thereon	12.20
Start Class N Preparatory Class P	White Ball N thereon	12.25
Start Class P Preparatory Class Q	White Ball P thereon	12.30
Start Class Q Preparatory Class S	White Ball Q thereon	12.35
Start Class S Preparatory Class T	White Ball S thereon	12.40
Start Class T Preparatory Class V	White Ball T thereon	12.45
Start Class V	White Ball V thereon	12.50

RULE XXIII.

LIGHTS AND SIGNALS.

1. The United States Government regulations regarding lights and fog signals must be observed.

PROPULSION.

2. No means of propulsion other than sails shall be employed.

ANCHORING, ETC.

3. A yacht may anchor, but must weigh her anchor again and not slip. A yacht shall not warp or kedge or make fast to a buoy, pier, vessel, or other object, except as provided in Section 4.

RUNNING AGROUND OR FOULING.

4. A yacht running aground or fouling a buoy, pier, vessel or other object, may use her anchors, warps, boats, etc., to get clear, but may not receive any assistance except from the crew of the vessel fouled.

5. Any anchor, warp or boat so used must be taken on board again before continuing the race.

SOUNDING.

6. No other means of sounding than the hand lead and line shall be employed during the race.

MAN OVERBOARD AND ACCIDENT.

7. In case of accident to another vessel, or of a man falling overboard from another vessel, yachts in position to render assistance shall do so ; and if in the judgment of the Regatta Committee, a yacht was thereby prevented from winning the race, they may order it to be resailed between such yacht or yachts and the winner.

RULE XXIV.

RIGHT OF WAY.

1. When one yacht is approaching another yacht, so as to involve risk of fouling, one of them shall keep clear of the other as follows :

ON DIFFERENT POINTS SAILING.

2. A yacht free shall keep clear of the one close hauled.

ON SAME POINT OF SAILING WITH WIND ON OPPOSITE SIDES.

3. When both yachts are close hauled or both free, or both have the wind aft, and have the wind on opposite sides, the yacht with wind on the port side shall keep clear.

ON SAME POINT OF SAILING WITH WIND ON SAME SIDE.

4. When both yachts are free or both have the wind aft, and have the wind on the same side, the yacht to windward shall keep clear.

WIND AFT.

5. A yacht with the wind aft is deemed to have the wind on the side opposite to that on which she is carrying her main boom. A yacht with the wind aft shall keep clear of a yacht on any other point of sailing.

OVERTAKING.

6. An overtaking yacht shall, in every case as long as any overlap exists, keep clear of the yacht which is being overtaken.

DEFINITION OF OVERLAP.

7. An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht, by luffing, or the weather yacht by bearing away, is in danger of fouling.

ALTERING COURSE.

8. When of two yachts, one is obliged to keep clear, the other shall not so alter her course as to involve risk of fouling.

LUFFING.

9. A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap has been established.

BEARING AWAY.

10. A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

RIGHTS OF NEW COURSES.

11. A yacht shall not become entitled to her rights on a new course until she has filled away.

CONVERGING CLOSE-HAULED.

12. When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.

PASSING AND ROUNDING MARKS.

13. If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark, but shall not be required to tack for that purpose. A yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between another yacht and the mark after the latter yacht has altered her helm for the purpose of rounding.

DEFINITION OF MARK.

14. A mark is any vessel, boat, buoy, float or other object used to indicate the course, and known as starting marks and turning marks, and recognized as such, as soon as the preparatory signal has been given.

OBSTRUCTIONS TO SEA ROOM.

15. When a yacht is approaching a shore, shoal, pier, rock, vessel, or other dangerous obstruction, not a mark, and cannot go clear by altering her course without fouling another yacht, then this latter shall, on being hailed by the former, at once give room ; and, in case one yacht is forced to tack or to bear away in order to give room, the other shall also tack or bear away, as the case may be, at as near the same time as it is possible without danger of fouling. *But should such obstruction be a designated mark of the course*, a yacht forcing another to tack under the provisions of this Section, shall be disqualified.

RULE XXV.

DISQUALIFICATIONS.

1. A yacht touching a mark or causing a mark-boat to shift her position, unless wrongfully compelled to do so by another yacht, shall be disqualified.

2. If a yacht, in consequence of her neglect of any of these rules, shall foul another yacht, or compel another yacht to foul any yacht, mark or obstruction, or to run aground, she shall be disqualified, and shall pay all damage ; and any

yacht which shall wrongfully cause another to luff, bear away or tack in order to avoid fouling, or shall, without due cause, compel another yacht to give room, or to tack under Section 15 of Rule XXIV., or shall herself fail to tack or to bear away, as required in that Section, or shall in any way infringe or fail to comply with any of these rules, shall be disqualified.

3. Should a yacht, after having been officially measured, take on board *any* dead weight as ballast, or make alterations in her sail plan, by lengthening any of the dimensions which have been measured, and start in a race without a remeasurement or notifying the Regatta Committee, in writing, that such changes have been made, together with a request for remeasurement, she shall be disqualified.

4. The Regatta Committee shall, either with or without protest, disqualify any yacht, should it come to their knowledge that she has committed a breach of these rules.

RULE XXVI.

PROTESTS.

1. A yacht having cause, during a race, to protest against any other yacht for a violation of these

rules, shall display Flag B of the Club Signal Code, which shall be known as the Protest Flag, and keep such flag flying till answered from the Judges' boat by answering pennant. A protest must be supplemented by a written statement of the facts, which must be sent to the Regatta Committee before 6 P. M. of the day following the race, Sundays not included.

2. If through protest the measurement of any yacht be called in question, the Regatta Committee shall direct the Measurer to remeasure such yacht, and the result as reported by him shall be final. The Treasurer shall collect the usual fee for measuring, according to Sec. 2 of Rule V, from the owner, if the measurement be found wrong; from the party protesting, if the measurement be found correct.

RULE XXVII.

PENALTIES.

A yacht which shall be disqualified twice in one season shall be debarred from sailing in club races for the remainder of the season.

RULE XXVIII.

REVERSION OF PRIZES.

If the owner of any yacht, otherwise entitled to a prize, shall fail to comply with the conditions imposed on winners of prizes, such owner shall, in the absence of any reason deemed sufficient by the Regatta Committee, be held to have forfeited all claims to the prize, and it shall revert to the Club, and such owner may also be debarred from entering his yacht in another race of the Club during the season.

RULE XXIX.

AMENDMENTS.

These racing rules may be amended at any regular or special meeting of the Club, the proposed amendment having been stated in the call for the meeting.

COLT CUP.

At the Annual Regatta in each year the Club will present to the winning yacht in Class B of schooners, a cup which will be known as the

"COLT CUP."

The name of each yacht winning one of these cups will be inscribed upon a plate upon the base of the

COMMODORE'S CUP,

which was presented to the Club in 1893 by the late Commodore Caldwell H. Colt, and which will continue in the possession of the Club.

TABLE OF TIME ALLOWANCE.

The allowances in the following table are based upon the rule accepted by naval architects, that, within economic limits, opportunities for speed vary in different vessels as the square roots of their respective lengths. As strong winds are required, however, to give to larger vessels the full extent of their advantage in size, and as such a scale of allowance is not adapted to ordinary summer racing, 60 per cent. only of the allowance due to the rule is given in the table, and may be stated thus:

Time equals $.6 \left\{ \frac{3600}{\sqrt{l}} - \frac{3600}{\sqrt{L}} \right\}$; 3600 representing the number of seconds in an hour, l the small yacht, and L the large one.

Practically the formula is $\frac{2160}{\sqrt{l}} - \frac{2160}{\sqrt{L}}$; six-tenths of 3600 being 2160.

RULE FOR USING THE TABLE.

The figures to be found in the table show in seconds and hundredths of a second, what a yacht of the measurement opposite to these figures would be allowed by one of 130 feet, in sailing one nautical mile.

To find what a yacht of any measurement should receive from a larger one, take the figures to be found opposite to the smaller measurement; from these subtract the figures opposite to the measurement of the larger yacht, and the difference multiplied by the number of nautical miles in the course will give the amount of the allowance due to the smaller vessel, in seconds and hundredths of a second.

EXAMPLE.

What time will a yacht of 70 feet racing length have to allow to one of 65 feet racing length, in a course of 20 nautical miles?

The time opposite 65 feet is . .	78.48
“ “ “ 70 “ “ . . .	68.75
Difference, ...	9.73
Number of Nautical Miles, . .	20
Allowance, ...	194.60

Or 3 minutes $14\frac{3}{5}$ seconds.

For fractions of a foot in the measurement use the nearest tenth to be found in the table.

TABLE OF TIME ALLOWANCE.
(FOR ONE NAUTICAL MILE)
IN SECONDS AND DECIMALS.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
13	409.64	6	375.86	2	347.22	8	322.53
1	407.35	7	373.93	3	345.57	9	321.10
2	405.08	8	372.03	4	343.93	**18**	319.68
3	402.84	9	370.14	5	342.31	1	318.27
4	400.63	**15**	368.27	6	340.71	2	316.87
5	398.44	1	366.42	7	339.12	3	315.49
6	396.27	2	364.59	8	337.55	4	314.11
7	394.13	3	362.78	9	335.99	5	312.75
8	392.01	4	360.98	**17**	334.44	6	311.40
9	389.92	5	359.20	1	332.90	7	310.06
14	387.84	6	357.44	2	331.38	8	308.73
1	385.79	7	355.70	3	329.87	9	307.41
2	383.76	8	353.97	4	328.38	**19**	306.10
3	381.76	9	352.26	5	326.90	1	304.80
4	379.77	**16**	350.56	6	325.43	2	303.51
5	377.80	1	348.88	7	323.97	3	302.23

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
4	300.96	**21**	281.90	6	264.91	2	249.65
5	299.70	1	280.79	7	263.92	3	248.74
6	298.45	2	279.68	8	262.92	4	247.84
7	297.21	3	278.57	9	261.94	5	246.95
8	295.98	4	277.48	**23**	260.95	6	246.06
9	294.76	5	276.40	1	259.98	7	245.18
20	293.54	6	275.32	2	259.01	8	244.31
1	292.34	7	274.25	3	258.05	9	243.43
2	291.16	8	273.18	4	257.09	**25**	242.57
3	289.97	9	272.12	5	256.14	1	241.70
4	288.79	**22**	271.07	6	255.19	2	240.84
5	287.63	1	270.02	7	254.26	3	239.99
6	286.46	2	268.99	8	253.32	4	239.15
7	285.31	3	267.96	9	252.40	5	238.31
8	284.17	4	266.94	**24**	251.47	6	237.47
9	283.03	5	265.92	1	250.56	7	236.64

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
8	235.81	4	223.20	**29**	211.66	6	201.04
9	235.00	5	222.44	1	210.97	7	200.40
26	234.18	6	221.70	2	210.29	8	199.78
1	233.36	7	220.96	3	209.60	9	199.15
2	232.55	8	220.22	4	208.92	**31**	198.53
3	231.74	9	219.49	5	208.25	1	197.90
4	230.94	**28**	218.76	6	207.58	2	197.28
5	230.15	1	218.03	7	206.91	3	196.66
6	229.37	2	217.31	8	206.24	4	196.03
7	228.58	3	216.59	9	205.58	5	195.42
8	227.80	4	215.87	**30**	204.92	6	194.81
9	227.02	5	215.16	1	204.26	7	194.20
27	226.25	6	214.45	2	203.62	8	193.60
1	225.48	7	213.74	3	202.97	9	193.00
2	224.71	8	213.05	4	202.32	**32**	192.41
3	223.96	9	212.35	5	201.67	1	191.81

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
2	191.21	8	182.09	4	173.60	**37**	165.67
3	190.62	9	181.55	5	173.09	1	165.19
4	190.03	**34**	181.01	6	172.57	2	164.71
5	189.44	1	180.46	7	172.07	3	164.23
6	188.86	2	179.92	8	171.56	4	163.75
7	188.28	3	179.38	9	171.06	5	163.28
8	187.72	4	178.84	**36**	170.57	6	162.82
9	187.15	5	178.30	1	170.06	7	162.35
33	186.59	6	177.77	2	169.56	8	161.88
1	186.01	7	177.24	3	169.07	9	161.42
2	185.44	8	176.71	4	168.58	**38**	160.97
3	184.87	9	176.20	5	168.08	1	160.50
4	184.31	**35**	175.68	6	167.59	2	160.04
5	183.74	1	175.15	7	167.11	3	159.59
6	183.19	2	174.64	8	166.63	4	159.13
7	182.64	3	174.12	9	166.15	5	158.68

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
6	158.22	2	151.24	8	144.65	4	138.43
7	157.76	3	150.80	9	144.25	5	138.05
8	157.32	4	150.38	**42**	143.87	6	137.68
9	156.88	5	149.96	1	143.46	7	137.30
39	156.44	6	149.54	2	143.06	8	136.93
1	156.00	7	149.14	3	142.63	9	136.57
2	155.56	8	148.72	4	142.27	**44**	136.20
3	155.11	9	148.31	5	141.88	1	135.83
4	154.67	**41**	147.90	6	141.49	2	135.46
5	154.26	1	147.48	7	141.11	3	135.08
6	153.80	2	147.07	8	140.72	4	134.72
7	153.37	3	146.66	9	140.34	5	134.35
8	152.94	4	146.26	**43**	139.97	6	133.99
9	152.52	5	145.85	1	139.58	7	133.63
40	152.10	6	145.44	2	139.20	8	133.27
1	151.67	7	145.04	3	138.82	9	132.91

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
45	132.56	6	126.96	2	121.68	8	116.64
1	132.20	7	126.62	3	121.36	9	116.34
2	131.84	8	126.29	4	121.03	**50**	116.04
3	131.48	9	125.96	5	120.71	1	115.73
4	131.12	**47**	125.64	6	120.38	2	115.42
5	130.76	1	125.30	7	120.07	3	115.12
6	130.42	2	124.97	8	119.77	4	114.82
7	130.07	3	124.63	9	119.46	5	114.50
8	129.72	4	124.30	**49**	119.15	6	114.20
9	129.38	5	123.97	1	118.82	7	113.90
46	129.05	6	123.65	2	118.50	8	113.60
1	128.70	7	123.32	3	118.19	9	113.32
2	128.35	8	122.99	4	117.88	**51**	113.03
3	128.00	9	122.66	5	117.56	1	112.73
4	127.66	**48**	122.34	6	117.25	2	112.43
5	127.31	1	122.00	7	116.95	3	112.13

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
4	111.84	**53**	107.27	6	102.88	2	98.68
5	111.54	1	106.98	7	102.61	3	98.42
6	111.25	2	106.69	8	102.35	4	98.17
7	110.96	3	106.42	9	102.08	5	97.91
8	110.80	4	106.14	**55**	101.82	6	97.66
9	110.51	5	105.86	1	101.56	7	97.40
52	110.11	6	105.59	2	101.29	8	97.15
1	109.81	7	105.31	3	101.03	9	96.91
2	109.52	8	105.04	4	100.75	**57**	96.67
3	109.24	9	104.77	5	100.50	1	96.41
4	108.95	**54**	104.51	6	100.24	2	96.16
5	108.66	1	104.23	7	99.97	3	95.90
6	108.37	2	103.96	8	99.71	4	95.65
7	108.10	3	103.68	9	99.46	5	95.40
8	107.82	4	103.42	**56**	99.20	6	95.16
9	107.54	5	103.14	1	98.94	7	94.92

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
8	94.68	4	90.82	**61**	87.13	6	83.56
9	94.44	5	90.58	1	86.90	7	83.34
58	94.20	6	90.34	2	86.68	8	83.12
1	93.95	7	90.10	3	86.45	9	82.91
2	93.70	8	89.88	4	86.22	**63**	82.70
3	93.44	9	89.65	5	85.99	1	82.48
4	93.20	**60**	89.42	6	85.76	2	82.26
5	92.96	1	89.18	7	85.54	3	82.04
6	92.72	2	88.94	8	85.32	4	81.83
7	92.48	3	88.72	9	85.10	5	81.61
8	92.24	4	88.49	**62**	84.89	6	81.41
9	92.02	5	88.26	1	84.66	7	81.19
59	91.79	6	88.03	2	84.43	8	80.98
1	91.54	7	87.80	3	84.20	9	80.77
2	91.30	8	87.58	4	83.99	**64**	80.57
3	91.06	9	87.35	5	83.77	1	80.35

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
2	80.14	8	76.84	4	73.66	**69**	70.61
3	79.92	9	76.64	5	73.46	1	70.42
4	79.72	**66**	76.45	6	73.27	2	70.22
5	79.51	1	76.25	7	73.08	3	70.03
6	79.30	2	76.04	8	72.89	4	69.84
7	79.09	3	75.84	9	72.70	5	69.65
8	78.89	4	75.64	**68**	72.50	6	69.47
9	78.68	5	75.43	1	72.30	7	69.29
65	78.48	6	75.23	2	72.11	8	69.11
1	78.26	7	75.04	3	71.92	9	68.93
2	78.06	8	74.84	4	71.72	**70**	68.75
3	77.86	9	74.65	5	71.53	1	68.56
4	77.65	**67**	74.46	6	71.34	2	68.36
5	77.45	1	74.26	7	71.15	3	68.17
6	77.24	2	74.05	8	70.97	4	67.99
7	77.04	3	73.85	9	70.79	5	67.81

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
6	67.63	2	64.76	8	62.00	4	59.32
7	67.45	3	64.58	9	61.84	5	59.15
8	67.27	4	64.40	**74**	61.67	6	58.98
9	67.09	5	64.24	1	61.49	7	58.81
71	66.91	6	64.06	2	61.31	8	58.64
1	66.72	7	63.88	3	61.14	9	58.49
2	66.54	8	63.71	4	60.97	**76**	58.33
3	66.36	9	63.54	5	60.80	1	58.16
4	66.18	**73**	63.37	6	60.64	2	58.00
5	66.00	1	63.19	7	60.47	3	57.83
6	65.82	2	63.01	8	60.30	4	57.67
7	65.64	3	62.84	9	60.14	5	57.52
8	65.46	4	62.68	**75**	59.99	6	57.36
9	65.29	5	62.51	1	59.82	7	57.19
72	65.12	6	62.34	2	59.65	8	57.04
1	64.94	7	62.17	3	59.48	9	56.88

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
77	56.72	6	54.19	2	51.76	8	49.38
1	56.56	7	54.04	3	51.60	9	49.24
2	56.39	8	53.88	4	51.44	**82**	49.09
3	56.23	9	53.74	5	51.30	1	48.94
4	56.08	**79**	53.59	6	51.14	2	48.79
5	55.92	1	53.44	7	51.00	3	48.65
6	55.76	2	53.28	8	50.86	4	48.50
7	55.61	3	53.12	9	50.71	5	48.36
8	55.45	4	52.97	**81**	50.57	6	48.22
9	55.30	5	52.81	1	50.41	7	48.07
78	55.14	6	52.66	2	50.26	8	47.93
1	54.97	7	52.50	3	50.11	9	47.78
2	54.82	8	52.36	4	49.96	**83**	47.64
3	54.66	9	52.21	5	49.81	1	47.50
4	54.50	**80**	52.07	6	49.67	2	47.35
5	54.35	1	51.91	7	49.52	3	47.21

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
4	47.06	85	44.83	6	42.66	2	40.55
5	46.92	1	44.69	7	42.53	3	40.42
6	46.78	2	44.54	8	42.40	4	40.28
7	46.63	3	44.40	9	42.26	5	40.15
8	46.49	4	44.26	87	42.13	6	40.02
9	46.36	5	44.12	1	42.00	7	39.89
84	46.22	6	43.99	2	41.87	8	39.76
1	46.08	7	43.86	3	41.74	9	39.62
2	45.94	8	43.73	4	41.60	89	39.50
3	45.79	9	43.60	5	41.47	1	39.37
4	45.65	86	43.46	6	41.34	2	39.24
5	45.50	1	43.32	7	41.21	3	39.11
6	45.36	2	43.19	8	41.08	4	38.98
7	45.23	3	43.06	9	40.94	5	38.84
8	45.10	4	42.92	88	40.81	6	38.71
9	44.96	5	42.79	1	40.68	7	38.59

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
8	38.47	4	36.47	**93**	34.52	6	32.63
9	38.35	5	36.35	1	34.40	7	32.51
90	38.23	6	36.23	2	34.28	8	32.39
1	38.10	7	36.11	3	34.16	9	32.27
2	37.97	8	35.99	4	34.04	**95**	32.16
3	37.84	9	35.87	5	33.92	1	32.04
4	37.70	**92**	35.75	6	33.80	2	31.92
5	37.58	1	35.62	7	33.68	3	31.80
6	37.46	2	35.48	8	33.56	4	31.68
7	37.34	3	35.36	9	33.46	5	31.56
8	37.22	4	35.24	**94**	33.35	6	31.44
9	37.10	5	35.12	1	33.23	7	31.33
91	36.98	6	35.00	2	33.11	8	31.22
1	36.85	7	34.88	3	32.99	9	31.12
2	36.72	8	34.76	4	32.87	**96**	31.01
3	36.59	9	34.64	5	32.75	1	30.89

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
2	30.77	8	28.97	4	27.19	**101**	25.49
3	30.65	9	28.86	5	27.08	1	25.38
4	30.53	**98**	28.75	6	26.98	2	25.27
5	30.41	1	28 63	7	26.87	3	25.16
6	30.30	2	28.51	8	26.76	4	25.06
7	30.19	3	28.40	9	26.65	5	24.95
8	30.08	4	28.30	**100**	26.54	6	24.84
9	29.98	5	28.19	1	26.44	7	24.73
97	29.87	6	28.08	2	26.33	8	24.62
1	29.75	7	27.97	3	26.22	9	24.52
2	29.63	8	27.86	4	26.11	**102**	24.42
3	29.51	9	27.76	5	26.00	1	24.31
4	29.40	**99**	27.65	6	25.90	2	24.20
5	29.29	1	27.53	7	25.79	3	24.10
6	29.18	2	27.41	8	25.68	4	23.99
7	29.08	3	27.30	9	25.58	5	23.88

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
6	23.77	2	22.15	8	20.54	4	18.98
7	23.68	3	22.04	9	20.45	5	18.89
8	23.58	4	21.94	**106**	20.35	6	18.79
9	23.48	5	21.83	1	20.24	7	18.70
103	23.39	6	21.73	2	20.14	8	18.60
1	23.28	7	21.64	3	20.04	9	18.50
2	23.17	8	21.54	4	19.94	**108**	18.41
3	23.06	9	21.44	5	19.85	1	18.31
4	22.96	**105**	21.35	6	19.75	2	18.22
5	22.85	1	21.24	7	19.66	3	18.12
6	22.75	2	21.13	8	19.56	4	18.02
7	22.66	3	21.02	9	19.46	5	17.93
8	22.56	4	20.93	**107**	19.37	6	17.83
9	22.46	5	20.83	1	19.27	7	17.74
104	22.37	6	20.74	2	19.18	8	17.64
1	22.26	7	20.64	3	19.08	9	17.54

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
109	17.45	6	15.92	2	14.46	8	13.02
1	17.35	7	15.83	3	14.36	9	12.94
2	17.26	8	15.73	4	14.27	**114**	12.85
3	17.16	9	15.65	5	14.17	1	12.76
4	17.06	**111**	15.56	6	14.09	2	12.66
5	16.97	1	15.47	7	14.00	3	12.56
6	16.87	2	15.37	8	13.92	4	12.47
7	16.78	3	15.28	9	13.84	5	12.38
8	16.68	4	15.18	**113**	13.75	6	12.30
9	16.58	5	15.08	1	13.66	7	12.22
110	16.50	6	14.99	2	13.56	8	12.13
1	16.40	7	14.90	3	13.46	9	12.05
2	16.31	8	14.82	4	13.37	**115**	11.96
3	16.21	9	14.74	5	13.27	1	11.87
4	16.12	**112**	14.65	6	13.19	2	11.77
5	16.02	1	14.56	7	13.10	3	11.69

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance,	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
4	11.60	**117**	10.25	6	8.90	2	7.57
5	11.52	1	10.16	7	8.82	3	7.49
6	11.44	2	10.08	8	8.74	4	7.40
7	11.35	3	10.00	9	8.65	5	7.32
8	11.27	4	9.91	**119**	8.57	6	7.24
9	11.18	5	9.83	1	8.48	7	7.15
116	11.10	6	9.74	2	8.40	8	7.07
1	11.00	7	9.66	3	8.32	9	6.98
2	10.92	8	9.58	4	8.23	**121**	6.91
3	10.84	9	9.49	5	8.15	1	6.83
4	10.75	**118**	9.41	6	8.06	2	6.74
5	10.67	1	9.32	7	7.98	3	6.66
6	10.58	2	9.24	8	7.90	4	6.58
7	10.50	3	9.16	9	7.81	5	6.49
8	10.42	4	9.07	**120**	7.74	6	6.41
9	10.33	5	8.99	1	7.66	7	6.34

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
8	6.26	4	4.97	**125**	3.74	6	2.51
9	6.19	5	4.88	1	3.66	7	2.44
122	6.12	6	4.81	2	3.58	8	2.36
1	6.04	7	4.74	3	3.49	9	2.29
2	5.95	8	4.67	4	3.42	**127**	2.22
3	5.87	9	4.60	5	3.35	1	2.14
4	5.78	**124**	4.52	6	3.28	2	2.05
5	5.70	1	4.44	7	3.20	3	1.97
6	5.62	2	4.36	8	3.13	4	1.90
7	5.53	3	4.27	9	3.06	5	1.82
8	5.45	4	4.19	**126**	2.99	6	1.75
9	5.38	5	4.10	1	2.90	7	1.68
123	5.30	6	4.03	2	2.82	8	1.61
1	5.22	7	3.96	3	2.74	9	1.54
2	5.14	8	3.89	4	2.65	**128**	1.46
3	5.05	9	3.82	5	2.58	1	1.38

TABLE OF TIME ALLOWANCE—Continued.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
2	1.31	7	.95	2	.58	7	.22
3	1.24	8	.88	3	.50	8	.14
4	1.16	9	.80	4	.43	9	.07
5	1.09	**129**	.73	5	.36	**130**	.00
6	1.02	1	.65	6	.29		

UNIFORM.

BUTTONS.

The Club button shall be of black vulcanized rubber for members, and of gilt for the crews, and of two sizes, large and small; they shall bear as a device the Seal of the Club.

CAPS.

Regulation Club cap of navy blue or white cloth or serge.

CAP ORNAMENTS.

Commodore.—Two foul anchors in gold with stocks uppermost, supporting between them an escutcheon in gold bearing the Club colors ; three silver stars, one above and one on each side of the anchors.

Vice-Commodore.—Same as Commodore, omitting the star above the anchors.

Rear-Commodore.—Same as Commodore, omitting the stars on each side of the anchors.

Secretary.—Same as Rear-Commodore, substituting the letter S in German text, in silver, in lieu of the star.

Treasurer.—Same as Rear-Commodore, substituting the letter T in German text, in silver, in lieu of the star.

Measurer.—Same as Rear-Commodore, substituting the letter M in German text, in silver, in lieu of the star.

Fleet Captain.—Same as Rear-Commodore, placing single star, in silver, below and between the foul anchors.

Fleet Surgeon.—Same as Rear-Commodore, substituting a red Swiss cross in lieu of the star.

Captains and Members.—Same as Commodore, omitting all stars.

Ex-Flag Officers.—Any member who shall have held the office of Commodore, Vice-Commodore or Rear-Commodore, may, after the expiration of his term of office, wear the stars indicating his former rank, omitting the anchors.

FULL DRESS.

Customary evening dress with the gilt Club button placed as usual; black tie.

SERVICE DRESS.

Double-breasted sack coat of blue or white serge, cloth or flannel, with five large Club buttons on each side in front; blue or white vest, with six small Club buttons; trousers of same material as coat, or of white drill or flannel.

DESIGNATION OF RANK.

The designation of rank shall be worn on the sleeve as follows:

Commodore.—For Full Dress, five stripes of "French wire" gold lace one-quarter of an inch in width, and for Service Dress, five stripes of heavy black silk tubular braid three-eighths of an inch wide, the first stripe joining the cuff seam, the others above and one-quarter of an inch apart, the upper stripe ending in a described trefoil on the outer side of the sleeve.

Vice-Commodore.—Four stripes as above.

Rear-Commodore.—Three stripes as above.

Secretary, Treasurer, Measurer, Fleet Captain, Fleet Surgeon and Captains.—Two stripes as above.

Members.—One stripe with the trefoil.

UNIFORM FOR SAILING MASTERS AND MATES.

Coat: Single-breasted sack coat, of navy blue flannel, to button with the large gilt Club button. Trousers of navy blue flannel. Waistcoat of navy blue flannel, or white duck, to button with the small gilt Club button. Cravat of black silk. Cap: Regulation cap, with a small gilt Club button on each side. Straw hats: Senat or Mackinaw straw hats, with a black band, may be worn in warm weather for service dress by Sailing Masters and Mates.

UNIFORM FOR CREWS.

Shirt of navy blue flannel, with wide navy collar, with the name of their yacht worked in white letters in front. Black silk neckerchief. Trousers of navy blue flannel. Cap: Round wheel cap, of navy blue cloth, or Senat or Mackinaw straw hats, with black ribbon band, having the name of the yacht thereon in gilt letters. White working clothes. Jerseys and racing hoods may be worn.

RATING MARKS.

To be worn on the outside of right sleeve, half way between the shoulder and elbow.

Sailing Master.—Two clear anchors, each an inch and a quarter in length, crossed at right angles, with stocks up, in silver. Under this a silver chevron of 115 degrees, point down, consisting of three bars, each $\frac{3}{16}$ of an inch in width and $\frac{1}{16}$ of an inch apart, arms of chevron to be one inch and a quarter in length. The point of intersection of the anchors to be one inch above centre of upper bar of chevron.

First Mate.—Same device as for Sailing Master, substituting a chevron of two bars.

Second Mate.—Same device as First Mate, substituting a chevron of one bar.

Chief Engineer.—Same device as First Mate, substituting a propeller of three blades one inch and a quarter in diameter, in red silk, for the crossed anchors.

Assistant Engineer.—Same device as for Chief Engineer, substituting a chevron of one bar.

Second Assistant Engineer.—Same as Assistant Engineer, without chevron.

Boatswain.—A spread eagle, U. S. N. pattern, 2¾ inches from tip to tip, in white silk.

Quartermaster.—A ship's wheel of eight spokes, 1½ inches in diameter, worked in white silk on blue, and in blue silk on white clothes.

Coxswain.—A pair of crossed oars in white silk, 2 inches in length, worked as per Quartermaster.

YACHT ROUTINE.

Uniform with the New York, Eastern and Seawanhaka Corinthian Yacht Clubs.

SECTION I.

COLORS, ETC.

1. **Rank.** In making "colors," salutes, etc., the yacht always represents the rank of the owner, whether he is aboard or not.

2. **In Commission.** Yachts in commission should make colors at 8 o'clock A. M., and haul down at sunset, taking time from the senior officer present.

3. **In Company with a U. S. Vessel, Etc.** When in company with a vessel of the United States Navy, or at anchor off a United States naval station, the senior officer should give the time for "colors" with such vessel or station.

4. **Entering Port Before or After Colors.** Before "colors" in the morning and after "colors" at sunset, the ensign and distinguishing flags should be

shown when entering and when leaving port, and should be hauled down immediately on coming to anchor.

5. **Night Pennants.** At all other times yachts should fly a night pennant at the main, from "colors" at sunset until "colors" the next morning.

6. **Guns.** No guns should be fired for "colors" except by the yacht giving the time; nor from "colors" at sunset until "colors" the next morning, nor on Sunday.

7. **Exceptions.** Absent flags and meal pennants are not considered "colors."

8. **Half-Masting Colors.** On Decoration Day and occasions of National mourning, the ensign only should be half-masted. On the death of the owner of the yacht both the Club flag and his private signal should be half-masted, but not the ensign. When mourning is ordered for the death of a member of the Club, the Club flag only should be half-masted. This rule should apply to yachts both at anchor and under way.

9. **Colors, How Half-Masted.** Flags should always be mastheaded before half-masting them and should be mastheaded before hauling them down. Saluting with the ensign at half-mast should be done by mastheading it first.

SECTION II.

OFFICERS IN COMMAND OF ANCHORAGE.

1. **Duties.** The senior officer present should be in command of the anchorage, should give the time for "colors," make and return salutes, visits, etc.

2. **Station Vessel.** His yacht should remain the station vessel until a senior to him in rank arrives and assumes the command of the anchorage.

SECTION III.

PENNANTS, PRIVATE SIGNALS, ETC.

1. **Flag Officers.** Flag officers should always fly their pennants while in commission.

2. **Absent Flag.** Yachts, when the owner is not on board, should fly at the starboard main spreader during daylight, a blue flag, rectangular in shape. The flying of the absent flag does not exempt a yacht from the observance of this routine.

3. **Single-Masted Vessels.** Single-masted vessels should fly the private signal of the owner when entering a home port of this Club, or when approaching other yachts at sea ; at other times the Club flag except when with the squadron, when No. 5, Sec. VI., should apply.

4. **Owner's Meal Pennant.** A white flag, rectangular in shape, should be displayed by day, and a white light by night, at the starboard main spreader on schooners, and at the starboard spreader on single-masted vessels, during the meal hours of the owner.

5. **Crew's Meal Pennant.** A red pennant should be flown at the port fore spreader on schooners, at the port spreader on single-masted vessels during the meal hours of the crew. Meal pennants should not be displayed while under way.

SECTION IV.

LIGHTS.

1. **Commodore.** From colors at sunset until sunrise, the Commodore should show when on board two blue lights perpendicularly at the stern; when absent, one blue light should be shown.

2. **Vice-Commodore.** The Vice-Commodore should show lights, as provided for the Commodore, substituting red lights in place of blue.

3. **Rear-Commodore.** The Rear-Commodore should show lights, as provided for Commodore, substituting white lights in place of blue.

4. **Captains.** Captains, when on board, should show a white light under the main boom.

SECTION V.

SALUTES.

All Salutes should be made by dipping the Ensign.

1. **To Vessels of the U. S. Navy.** Yachts should always salute vessels of the United States Navy by dipping the ensign once.

2. **Exceptions.** The following rules should not apply to yachts leaving for or returning from a day's sail.

3. **Entering Port.** The Commodore, on entering port to join the squadron, should be saluted on coming to anchor, by the yachts present. On all other occasions, the Commodore should be saluted, on coming to anchor, by the officer in command.

Junior flag officers should be saluted, on coming to anchor, by the officer in command, unless the latter be a senior in rank, in which case they should salute him.

Captains should, on all occasions, salute the officer in command.

4. **Leaving Port.** The senior officer, when leaving the anchorage, except temporarily, should indicate the transfer of command to the next in rank, by firing a gun on getting under way. All other yachts should salute the officer in command.

5. **Visits.** All visits should be made according to rank.

6. **Passing.** Yachts passing one another should always exchange salutes by dipping the ensign once, juniors saluting first.

Steam whistles should never be used to make salutes.

7. **From Yachts Entering Port.** The salute from yachts entering port should be made by dipping the ensign on letting go anchor.

8. **To Yachts Entering Port, Entitled to a Salute.** The salute to yachts entering port, entitled to a salute, should be made by dipping the ensign when they let go anchor.

9. **Official Salutes to Foreign Clubs.** An official salute to a foreign club should be made by firing a gun with the flag of the foreign club at the fore on schooners and steamers, and at the main on single-masted vessels, or, in the absence of such flag, by half-masting the Club flag and firing a gun. When the salute has been returned, or a reasonable time for its return allowed, the flag should be hauled down and the Club flag hoisted again.

10. **After Sunset, Etc.** The salute from or to

yachts arriving after sunset, or on Sunday, should be made immediately after "colors" on the following morning.

11. **Personal Salutes to Flag Officers.** When a Flag Officer makes an official visit his pennant should be shown at the fore on schooners and steamers, and at the main on single-masted vessels, while he remains on board.

12. **Personal Salutes to Strangers.** When a distinguished guest of another club or nationality is aboard a schooner-rigged yacht the distinctive flag of such foreign club or nation should be flown at the fore and the flag of the Larchmont Yacht Club at the main, while he is on board.

13. **Judge's Boat.** A yacht acting as judge's boat should not be saluted during a race.

14. **Quarter-Deck.** The quarter-deck should always be saluted by lifting the cap on coming on board or from below.

SECTION VI.

WITH THE SQUADRON.

1. **Joining or Parting Company.** Yachts should report to the commanding officer on joining the

squadron and should obtain his permission before leaving it.

2. **Signals.** When under way, with the squadron, signaling should be avoided as much as possible.

3. **Squadrons Passing at Sea.** When squadrons of different clubs meet at sea, salutes should be exchanged only by the commanding officers.

4. **Salutes from Single Yachts.** Salutes from single yachts at sea should only be answered by the flag ship.

5. **Single-Masted Vessels.** Single-masted vessels should fly the private signal of the owner when under way; when at anchor, the Club flag.

SECTION VII.

FOREIGN YACHTS.

When a foreign yacht arrives, the senior officer present should send on board, without regard to rank, a tender of the civilities of the Club.

SECTION VIII.

VISITING A FOREIGN PORT.

1. **Salutes and Visits on Entering Port.** Yachts should salute on entering port in the home waters of

a foreign club, where any of its fleet are lying. After the tender of civilities has been made, owners of the entering yachts should visit the officer in command of the anchorage. All other visits should be made according to rank, visits to their equals in rank being made by the owners of the entering yachts.

2. **Both Squadrons in Port.** If the squadron of this Club be at anchor also, the salute should be made to its commanding officer, unless it be a senior flag officer of this Club entering; when he should be saluted by the officer in command, and should in his turn salute the foreign squadron.

3. **Colors.** The time for "colors" in the home waters of a foreign club should be given with its senior flag officer present.

4. **Meaning of Term "Foreign."** The term "foreign" should be understood as applying to all clubs outside of the waters of New York Harbor, and Long Island Sound west of Stratford Point.

SECTION IX.

BOAT SERVICE.

1. **Precedence.** The order of entering and leaving boats is—juniors enter first and leave last.

2. **Boat Flags.** Flag officers and the fleet captain should fly their pennants and captains their private

signals, when in their boats; members, the Club flag. After sunset a white light should be shown at the bow.

3. **Salutes.** Passing one another, juniors should salute seniors by raising the cap.

4. **Hailing.** Every boat approaching a yacht at night should be hailed.

5. **Answers to Boat Hails.** The answer of the Commodore, when intending to board, should be "Commodore"; for junior flag officers and the fleet captain, "Flag"; for Captains and members, "Aye, aye"; for Captains returning on board, the name of their yacht; for visitors, "Visitors"; for Sailing-Masters, etc., "No, no," using the port side; for passing boats, "Passing."

TREATMENT OF THE APPARENTLY DROWNED.

Send immediately for medical assistance, blankets and dry clothing, but proceed to treat the patient *instantly* on the spot, in the open air, with the face downward, whether on shore or afloat; exposing the face, neck and chest to the wind, except in severe weather, and removing all tight clothing from the neck and chest, especially the braces.

The points to be aimed at are: First, and *immediately*, the *restoration of breathing;* and secondly, after breathing is restored, the *promotion of warmth and circulation.*

The efforts to *restore breathing* must be commenced immediately and energetically, and persevered in for one or two hours, or until a medical man has pronounced that life is extinct. Efforts to promote *warmth* and *circulation*, beyond removing the wet clothes and drying the skin, must not be made until the first appearance of natural breathing; for, if circulation of the blood be induced before breathing has recommenced, the restoration to life will be endangered.

TO RESTORE BREATHING.

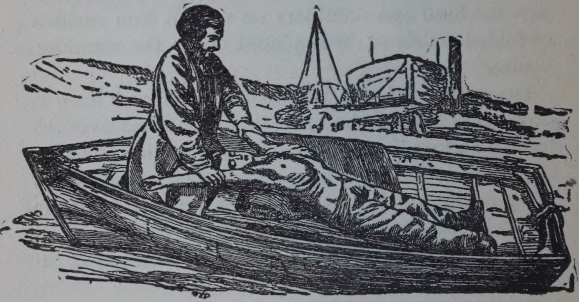
Place the patient on the back on a flat surface, inclined a little upwards from the feet; raise and support the head and shoulders on a small firm cushion or folded article of dress placed under the shoulder-blades.

Draw forward the patient's tongue, and keep it projecting beyond the lips; an elastic band over the tongue and under the chin will answer this purpose, or a piece of string or tape may be tied round them, or by raising the lower jaw, the teeth may be made to retain the tongue in that position. Remove all tight clothing from about the neck and chest, especially the braces.

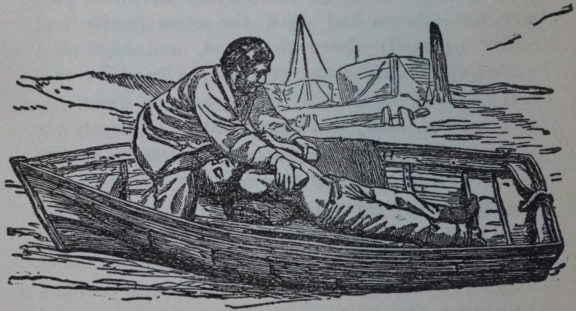
TO IMITATE THE MOVEMENTS OF BREATHING.—Standing at the patient's head, grasp the arms just above the elbows and draw the arms gently and steadily upwards above the head, and *keep them stretched* upwards for two seconds. (*By this means air is drawn into the lungs.*) Then turn down the patient's arms, and press them gently and firmly for two seconds against the sides of the chest. (*By this means air is pressed out of the lungs.*)

Repeat these measures alternately, deliberately and perseveringly about fifteen times in a minute until a spontaneous effort to respire is perceived, immediately upon which cease to imitate the movements of breathing, and proceed to *induce circulation and warmth.*

The following illustrations show positions of body while inducing respiration under Dr. Sylvester's method, above described :



1. INSPIRATION.



2. EXPIRATION.

TREATMENT AFTER NATURAL BREATHING HAS BEEN RESTORED.

To Promote Warmth and Circulation.—Commence rubbing the limbs upwards, with firm grasping pressure and energy, using handkerchiefs, flannels, &c. [*By this measure the blood is propelled along the veins towards the heart.*]

The friction must be continued under the blanket or over the dry clothing.

Promote the warmth of the body by the application of hot flannels, bottles or bladders of hot water, heated bricks, &c., to the pit of the stomach, the arm-pits, between the thighs, and to the soles of the feet.

If the patient has been carried to a house after respiration has been restored, be careful to let the air play freely about the room.

On the restoration of life, a teaspoonful of warm water should be given; and then, if the power of swallowing has returned, small quantities of wine, warm brandy-and-water or coffee should be administered. The patient should be kept in bed, and a disposition to sleep encouraged.

GENERAL OBSERVATIONS.

The above treatment should be persevered in for some hours, as it is an erroneous opinion that persons are irrecoverable because life does not soon make its appearance, persons having been restored after persevering for many hours.

APPEARANCES WHICH GENERALLY ACCOMPANY DEATH.

Breathing and the heart's action cease entirely ; the eyelids are generally half closed ; the pupils dilated ; the tongue approaches to the under edges of the lips, and these, as well as the nostrils, are covered with a frothy mucus. Coldness and pallor of surface increase.

CAUTIONS.

Prevent unnecessary crowding of persons round the body, especially if in an apartment.

Avoid rough usage, and do not allow the body to remain on the back unless the tongue is secured.

Under no circumstances hold the body up by the feet.

On no account place the body in a warm bath unless under medical direction, and even then it should only be employed as a momentary excitant.

NEW

RULES OF THE ROAD AT SEA,

WHICH WILL GO INTO EFFECT ON AND AFTER JULY 1, 1897.

Italics indicate material changes from present law.

OPINION OF THE ATTORNEY-GENERAL, MARCH 31, 1897.

* * * "You further ask whether those portions of the act of 1890 [Sea Rules] which do not 'interfere' with the operation of special rules duly made by local authority [Inland Rules] according to the provisions of Article 30, as construed by the act of 1895, are rules for the guidance of American vessels, not only on the high seas, but also on 'all waters connected therewith navigable by sea-going vessels;' instancing the provisions of Article 31 of the act of 1890. This question I also answer in the affirmative."

I.—ENACTING CLAUSE, SCOPE, AND PENALTY.

INTERNATIONAL RULES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress *assembled,* That the following regulations for preventing collisions at sea shall be followed by all public and private vessels of the United States upon the high seas and in all *waters connected therewith, navigable by sea-going vessels.*

ART. 30. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river or inland *waters.*

PRELIMINARY DEFINITIONS.

In the following rules every *steam-vessel* which is under sail and not under steam is to be considered a *sailing-vessel,* and *every vessel* under steam, whether under sail or not, is to be considered a *steam-vessel.*

The word "steam-vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules when she is not at anchor, or made fast to the shore, or aground.

II.—LIGHTS AND SO FORTH.

The word "visible" in these rules when applied to lights shall mean visible on a dark night with a clear atmosphere.

ARTICLE 1. The *rules concerning* lights shall be *complied with* in all weathers from sunset to sunrise, *and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.*

STEAM-VESSELS—MASTHEAD LIGHT.

Art. 2. *A steam-vessel* when under way shall carry—(a) On or in front of the foremast, *or if a vessel without a foremast, then in the fore part of the vessel,* at a height above the hull of not less than twenty feet, and if the breadth of the vessel exceeds twenty feet, then at a height above the hull not less than such breadth, *so, however, that the light need not be carried at a greater height above the hull than forty feet,* a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the *vessel*, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles.

STEAM-VESSELS—SIDE-LIGHTS.

(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

STEAM-VESSELS.

(e) *A steam-vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least fifteen feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.*

STEAM-VESSELS WHEN TOWING.

ART. 3. A *steam-vessel* when towing another *vessel* shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than *six* feet apart, *and when towing more than one vessel shall carry an additional bright white light six feet above or below such light, if the length of the tow measuring from the stern of the towing vessel to the stern of the last vessel towed exceeds six hundred feet.*

Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in article two (a), *excepting the additional light, which may be carried at a height of not less than fourteen feet above the hull.*

Such steam-vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

SPECIAL LIGHTS.

ART. 4. (a) A *vessel* which from any accident is not under command shall carry at the same height as a white light mentioned in article two (a), *where they can best be seen,* and if a *steam-vessel* in lieu of that light, *two red lights,* in a vertical line one over the other, not less than *six* feet apart, and of such a character as to be visible *all around the horizon* at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than *six* feet apart, *where they can best be seen, two* black balls or shapes, each two feet in diameter.

(b) A *vessel* employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in article two (a), and if a *steam-vessel* in lieu of that light, three lights in a vertical line one over the other not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible *all around the horizon, at a distance of at least two miles.* By day she shall carry in a vertical line, one over the other, not less than six feet apart, *where they can best be seen,* three shapes not less than two feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white.

(c) The *vessels* referred to in this article, when not making way through the water, shall not carry the side-lights, but when making way shall carry them.

(d) The lights and shapes required to be shown by this article are to be taken by other *vessels* as signals that the *vessel* showing them is not under command and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in article thirty-one.

LIGHTS FOR SAILING-VESSELS AND VESSELS IN TOW.

Art. 5. A *sailing-vessel* under way *and any vessel* being towed shall carry the same lights as are prescribed by article two for a *steam-vessel* under way, with the exception of the white lights mentioned therein, which they shall never carry.

LIGHTS FOR SMALL VESSELS.

Art. 6. Whenever, as in the case of small vessels *under way* during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept *at hand, lighted and* ready for use ; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, *nor, if practicable, more than two points abaft the beam on their respective sides.* To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

LIGHTS FOR SMALL STEAM AND SAIL VESSELS AND OPEN BOATS.

"ART. 7. *Steam-vessels of less than forty, and vessels under oars or sails* of less than twenty tons *gross* tonnage, *respectively, and rowing boats,* when under way, shall not be *required* to carry the lights mentioned in article two (a), (b), and (c), but if they do not carry them they shall be provided with the following lights :

"*First. Steam-vessels of less than forty tons shall carry :*

"(*a*) *In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright* *white light constructed and fixed as prescribed in article two (a), and of such a character as to be visible at a distance of at least two miles.*

" (*b*) *Green and red side-lights constructed and fixed as prescribed in article two* (*b*) *and* (*c*), *and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lanterns shall be carried not less than three feet below the white light.*

" *Second. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than nine feet above the gunwale, but it shall be carried above the combined lantern mentioned in subdivision one* (*b*).

" *Third. Vessels under oars or sails* of less than twenty tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

" *Fourth. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.*

" *The vessels referred to in this article shall not be obliged to carry the lights prescribed by article four (a) and article eleven, last paragraph.*"

LIGHTS FOR PILOT-VESSELS.

Art. 8. Pilot-vessels when engaged on their station on pilotage duty shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the colored lights above mentioned, have at hand, ready for use, a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

Pilot-vessels when not engaged on their station on pilotage duty shall carry lights similar to those of other *vessels of their tonnage.*

LIGHTS FOR SPECIAL FISHING-VESSELS, ETC.

Art. 9. [See end of circular.]

LIGHTS FOR AN OVERTAKEN VESSEL.

ART. 10. A *vessel* which is being overtaken by another shall show from her stern to such last-mentioned *vessel* a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass, namely, for six points from right aft on each side of the vessel, so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

ANCHOR LIGHTS.

ART. 11. A *vessel under one hundred and fifty feet in length*, when at anchor, shall carry *forward*, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all around the horizon at a distance of at least one mile.

A vessel of one hundred and fifty feet or upwards in length, when at anchor, shall carry *in the forward part of the vessel, at a height of not less than twenty and* not exceeding *forty* feet above the hull, one such light, *and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light*, *another such light.*

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fair-way shall carry the above light or lights and the two red lights prescribed by article four (*a*).

SPECIAL SIGNALS.

ART. 12. *Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.*

NAVAL LIGHTS AND RECOGNITION SIGNALS.

ART. 13. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal-lights for two or more ships of war or for *vessels* sailing under convoy, *or with the exhibition of recognition signals adopted by ship-owners, which have been authorized by their respective Governments and duly registered and published.*

STEAM-VESSEL UNDER SAIL BY DAY.

ART. 14. *A steam-vessel proceeding under sail only, but having her funnel up, shall carry in day time, forward, where it can best be seen, one black ball or shape two feet in diameter.*

III.—SOUND SIGNALS IN FOG, ETC.

PRELIMINARY.

Art. 15. *All signals prescribed by this article for vessels under way shall be given:*

First. By "steam-vessels" on the whistle or siren.

Second. By "sailing-vessels" and "vessels towed" on the fog-horn.

The words "prolonged blast" used in this article shall mean a blast of from four to six seconds duration.

A steam-vessel shall be provided with an *efficient whistle or siren, sounded by steam or by some substitute for steam*, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. (In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, *or a gong where such articles are used on board small sea-going vessels.*) *A sailing vessel of twenty tons gross tonnage or upward* shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, *or heavy rainstorms*, whether by day or night, the signals described in this article shall be used as follows, namely:

STEAM-VESSEL UNDER WAY.

(a) *A steam-vessel having way upon her* shall sound, at intervals of not more than two minutes, a prolonged blast.

(b) *A steam-vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between.*

SAIL-VESSEL UNDER WAY.

(c) A *sailing-vessel* under way shall sound, at intervals of not more than *one* minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

VESSELS AT ANCHOR OR NOT UNDER WAY.

(d) *A vessel* when *at anchor* shall, at intervals of not more than *one* minute, ring the bell *rapidly for about five seconds.*

VESSELS TOWING, ETC.

(e) *A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by the rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession, namely: One prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.*

SMALL SAILING-VESSELS AND BOATS.

Sailing-vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

SPEED IN FOG.

ART. 16. Every *vessel* shall, in a fog, mist, falling snow, *or heavy rainstorms*, go at a moderate speed, *having careful regard to the existing circumstances and conditions.*

A steam-vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

IV.—STEERING AND SAILING RULES.

PRELIMINARY.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist

SAILING-VESSELS.

ART. 17. When two *sailing-vessels* are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:

(a) A *vessel* which is running free shall keep out of the way of a *vessel* which is close-hauled.

(b) A *vessel* which is close-hauled on the port tack shall keep out of the way of a *vessel* which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the *vessel* which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the *vessel* which is to the windward shall keep out of the way of the *vessel* which is to the leeward.

(e) A *vessel* which has the wind aft shall keep out of the way of the other *vessel*.

STEAM-VESSELS.

ART. 18. When two *steam-vessels* are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where *vessels* are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two *vessels* which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two *vessels* is end on, or nearly end on, to the other; in other words, to cases in which, by day, each *vessel* sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each *vessel* is in such a position as to see both the side-lights of the other.

It does not apply by day to cases in which a *vessel* sees another ahead crossing her own course; or by night, to cases where the red light of one *vessel* is opposed to the red light of the other, or where the green light of one *vessel* is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

TWO STEAM-VESSELS CROSSING.

ART. 19. When two *steam-vessels* are crossing, so as to involve risk of collision, the *vessel* which has the other on her own starboard side shall keep out of the way of the other.

STEAM-VESSEL SHALL KEEP OUT OF THE WAY OF SAILING-VESSEL.

ART. 20. When a *steam-vessel* and a *sailing-vessel* are proceeding in such directions as to involve risk of collision, the *steam-vessel* shall keep out of the way of the *sailing-vessel*.

COURSE AND SPEED.

Art. 21. Where, by any of these rules, one of two *vessels* is to keep out of the way, the other shall keep her course *and speed.*

Note.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (*See articles twenty-seven and twenty-nine.*)

CROSSING AHEAD.

Art. 22. *Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.*

STEAM-VESSEL SHALL SLACKEN SPEED OR STOP.

Art. 23. Every *steam-vessel which is directed by these rules to keep out of the way of another vessel* shall, on approaching her, if necessary, slacken her speed or stop or reverse.

OVERTAKING VESSELS.

Art. 24. Notwithstanding anything contained in these rules, every *vessel*, overtaking any other, shall keep out of the way of the overtaken *vessel.*

Every vessel coming up with another vessel from any *direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.*

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

NARROW CHANNELS.

ART. 25. In narrow channels every *steam-vessel* shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such *vessel.*

RIGHTS OF WAY OF FISHING-VESSELS.

ART. 26. *Sailing-vessels under way shall keep out of the way of sailing-vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fair-way used by vessels other than fishing-vessels or boats.*

GENERAL PRUDENTIAL RULE.

ART. 27. In obeying and construing these rules, due regard shall be had to all dangers of navigation *and collision,* and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

SOUND SIGNALS FOR PASSING STEAMERS.

ART. 28. *The words "short blast" used in this article shall mean a blast of about one second's duration.*

When *vessels* are in sight of one another, a *steam-vessel* under way, in taking any course authorized or required by these rules, *shall* indicate that course by the following signals on her *whistle or siren,* namely :

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "*My engines are* going at full speed astern."

PRECAUTION.

ART. 29. Nothing in these rules shall exonerate any *vessel,* or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Art. 30. [See p. 1.]

DISTRESS SIGNALS.

Art. 31. When a *vessel* is in distress and requires assistance from other *vessels* or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:

In the day time—

First. A gun *or other explosive signal* fired at intervals of about a minute.

Second. The international code signal of distress indicated by N C.

Third. The *distance* signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.

Fourth. A continuous sounding with any fog-signal apparatus.

At night—

First. A gun *or other explosive signal* fired at intervals of about a minute.

Second. Flames on the *vessel* (as from a burning tar barrel, oil barrel, and so forth).

Third. Rockets or shells throwing stars of any color or description, fired one at a time, at short intervals.

Fourth. A continuous sounding with any fog-signal apparatus.

LIGHTS, ETC., OF FISHING-VESSELS.

ART. 9. [Article 9, act of August 19, 1890, was repealed by act of May 28, 1894, and article 10, act of March 3, 1885, was re-enacted in part by act of August 13, 1894, and is reproduced here in part as article 9. It will be the object of further consideration by the Maritime powers :]

Fishing-vessels of less than twenty tons net registered tonnage, when under way and when not having their nets, trawls, dredges or lines in the water, shall not be obliged to carry the colored side-lights; but every such vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

The following portion of this article applies only to fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre :

(*a*) All fishing-vessels and fishing-boats of twenty tons net registered tonnage or upward, when under way and when not having their nets, trawls, dredges or lines in the water, shall carry and show the same lights as other vessels under way.

(*b*) All vessels when engaged in fishing with drift-nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than six feet and not more than ten feet, and so that the horizontal distance between them, measured in a line with the keel of the vessel, shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction as to show all around the horizon, on a dark night, with a clear atmosphere, for a distance of not less than three miles.

(*c*) All vessels when trawling, dredging or fishing with any kind of drag-nets shall exhibit, from some part of the vessel where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet ; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction as to be visible all round the horizon, on a dark night, with a clear atmosphere, the white light to a distance of not less than three miles and the red light of not less than two miles.

(*d*) A vessel employed in line-fishing, with her lines out, shall carry the same lights as a vessel when engaged in fishing with drift-nets.

(*e*) If a vessel, when fishing with a trawl, dredge or any kind of drag-net, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog-signal for a vessel at anchor.

(*f*) Fishing-vessels may at any time use a flare-up in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging or fishing with any kind of drag-net shall be shown at the after-part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge or drag-net they shall be exhibited from the bow.

(*g*) Every fishing-vessel when at anchor between sunset and sunrise shall exhibit a white light, visible all around the horizon at a distance of at least one mile.

(*h*) In a fog a drift-net vessel attached to her nets, and a vessel when trawling, dredging or fishing with any kind of drag-net, and a vessel employed in line-fishing with her lines out, shall, at intervals of not more than two minutes, make a blast with her fog-horn and ring her bell alternately.

DUTY TO STAND BY.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without serious danger to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any) such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision, and also to give to the master or person in charge of the other vessel the name of his own vessel and her port of registry, or the port or place to which she belongs, and also the name of the ports and places from which and to which she is bound. If he fails so to do, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default.

SEC. 2. That every master or person in charge of a United States vessel who fails, without reasonable cause, to render such assistance or give such information as aforesaid shall be deemed guilty of a misdemeanor, and shall be liable to a penalty of one thousand dollars, or imprisonment for a term not exceeding two years; and for the above sum the vessel shall be liable and may be seized and proceeded against by process in any district court of the United States by any person; one-half such sum to be payable to the informer and the other half to the United States.

Lines establishing harbors, rivers and inland waters of the United States, within which the Inland Rules are to apply.

[Bearings are magnetic and given approximately.]

NEW YORK HARBOR.—From Navesink (southerly) Light House NE. ⅝ E., easterly, to Scotland Light Vessel; thence NNE. ½ E. through Gedney Channel Whistling Buoy to Rockaway Point Life-Saving Station.

BALTIMORE HARBOR AND CHESAPEAKE BAY.—From Cape Henry Light House NE. by E. ¾ E., easterly, to Outer Entrance Whistling Buoy; thence N. by E. ⅜ E. to Cape Charles Light House.

GALVESTON HARBOR.—From Galveston Bar Whistling Buoy N. by W. ¾ W. through the beacon marking the outer extremity of the N. jetty, and SW. by W. ½ W., westerly, through North Breaker Beacon.

BOSTON HARBOR.—From Point Allerton NNE. ¼ E., easterly, through Point Allerton Beacon to Northeast Grave Whistling Buoy; thence NNE. ¼ E. to Outer Breaker (Great Pig Rocks) Bell Buoy; thence NE. by E. ⅜ E. to Halfway Rock Beacon; thence NE. by E. ¼ E. to Eastern Point Light House.

SAN FRANCISCO HARBOR.—From Point Bonita Light House SE. ⅞ S. to Point Lobos.

Philadelphia Harbor and Delaware Bay.—From Cape Henlopen Light House NE. by E. to South Shoal Whistling Buoy ; thence NNE. ¼ E. to Cape May Light House.

Charleston Harbor.—From Charleston Light Vessel NW. ½ W. (toward Sullivans Island Range Rear Light) to the North Jetty, and from Charleston Light Vessel SW. ⅛ W. to Charleston Whistling Buoy ; thence SW. ⅞ W. to Charleston Main Channel Entrance Bell Buoy ; thence W. to Folly Island.

Savannah Harbor and Calibogue Sound.—From Tybee Whistling Buoy NNW. $\frac{15}{16}$ W. through North Slue Channel Outer Buoy to Braddock Point, Hilton Head Island, and from Tybee Whistling Buoy W. to Tybee Island.

St. Simon Sound (Brunswick Harbor) and St. Andrew Sound.—From hotel on beach of St. Simon Island $\frac{15}{16}$ mile NE. by E. ¼ E. from St. Simon Light House, SE. ⅞ E. to St. Simon Sea Buoy ; thence S. ¼ E. to St. Andrew's Sound Sea Buoy ; thence W. to the Shore of Little Cumberland Island.

Pensacola Harbor.—From Pensacola Entrance Whistling Buoy N. ⅞ W., a tangent to the E. side of Fort Pickens, to the shore of Santa Rose Island, and from the Whistling Buoy NW. $\frac{8}{16}$ W. to Fort McRee Range Front Light.

Mobile Harbor and Bay.—From Mobile Bay Outer or Deep Sea Whistling Buoy (or its watch buoy in summer) NE. by N. to the shore of Mobile Point, and from the Whistling Buoy NW. by W. to the shore of Dauphin Island.

New Orleans Harbor and the Delta of the Mississippi.—From South Pass East Jetty Light House N. by E. ½ E. to Pass a Loutre Light House; thence N. to Errol Island, and from South Pass East Jetty Light House W. ⅞ S. to Southwest Pass Light House; thence N. to shore.

San Diego Harbor.—From Point Loma Light House S. ⅞ E. to San Diego Bay Outside Bar Whistling Buoy; thence NNE. ⅞ E. to tower of Coronado Hotel.

Columbia River Entrance.—From Cape Disappointment Light House SE. ⅞ E. to Point Adams Light House.

Cutler (Little River) Harbor, Me.—A line drawn from Long Point SW. by W. ¾ W. to Little River Head.

Little Machias Bay, Machias Bay, Englishman Bay, Chandler Bay, Moosabec Reach, Pleasant Bay, Narraguagus Bay, and Pigeon Hill Bay, Me.—A line drawn from Little River Head WSW. ¼ W. to the outer side of Old Man; thence WSW. ⅜ W. to the outer side of Double Shot Islands; thence W. ¾ S. to Libby Islands Light House; thence WSW. ¼ W. to Moose Peak Light House; thence WSW. ¼ W. to Little Pond Head; from Pond Point, Great Wass Island, W. by S. to outer side of Crumple Island ; thence W. ⅜ S. to Petit Manan Light House.

All Harbors on the Coasts of Maine, New Hampshire, and Massachusetts between Petit Manan Light House, Me., and Cape Ann Light Houses, Mass.—A line drawn from Petit Manan Light House SW. ⅜ S., 26½ miles, to Mount Desert Light House ; thence W. ⅜ S., 33½ miles, to Matinicus Rock Light Houses ; thence WNW. ⅞ W., 20 miles, to Monhegan Island Light House ; thence W., 21 miles, to Seguin Island Whistling Buoy ; thence W. ¾ S., 19 miles, to Old Anthony Whistling Buoy, off Cape Elizabeth ; thence SW., 28 miles, to Boon Island Light House ; thence SW. ⅛ W., 12 miles, to Anderson Ledge Spindle, off Isles of Shoals Light House ; thence S. by W. ¼ W., 19½ miles, to Cape Ann Light Houses, Mass. (Lines heretofore established for Portland Harbor, and Kittery Harbor, Me., Portsmouth Harbor, N. H., Newburyport, Ipswich and Annisquam Harbors, Mass., are hereby canceled.)

All Harbors in Cape Cod Bay, Mass.—A line drawn from Plymouth (Gurnet) Light Houses E., 16¼ miles, to Race Point Light House.

Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Block Island Sound, and Easterly Entrance to Long Island Sound.—A line drawn from Chatham Light Houses, Mass., S. by E. ⅜ E., about 6 miles, to Northeast Slue Channel Whistling Buoy (Pollock Rip); thence S. by W. ⅝ W., about 11 miles, to Great Round Shoal Light Vessel; thence SSW. ⅝ W., 7⅝ miles, to Sankaty Head Light House; from the westerly end of Tuckernuck Island NW. by W. ½ W., about 5½ miles, to Wasque Point, Chappaquiddick Island; from Gay Head Light House W. ¾ S., 35 miles, to Block Island (SE.) Light House; thence W. ¾ S., 15 miles, to Montauk Point Light House, on the easterly end of Long Island, N. Y.

St. Johns River, Florida.—A straight line from the outer end of the northerly jetty to the outer end of the southerly jetty.

[Additions to these lines will be made from time to time.]

NEW

RULES OF THE ROAD

IN RIVERS, HARBORS AND INLAND WATERS
OF THE UNITED STATES,

WHICH WILL GO INTO EFFECT
ON AND AFTER JULY 1, 1897.

Italics indicate material changes from present law.

I.—ENACTING CLAUSE, SCOPE, AND PENALTY.

INLAND RULES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after March first, eighteen hundred and ninety-five, the provisions of sections forty-two hundred and thirty-three, forty-four hundred and twelve, and forty-four hundred and thirteen of the Revised Statutes and regulations pursuant thereto shall be followed on the harbors, rivers and inland waters of the United States.

The provisions of said sections of the Revised Statutes and regulations pursuant thereto are hereby declared special rules duly made by local authority relative to the navigation of harbors, rivers and inland waters, as provided for in Article thirty, of the Act of August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea."

SEC. 2. The Secretary of the Treasury is hereby authorized, empowered and directed from time to time to designate and define by suitable bearings or ranges with light houses, light vessels, buoys or coast objects, the lines dividing the high seas from rivers, harbors and inland waters.

The instructions herein contained will be observed in the navigation of vessels of the mercantile marine of the United States; and by the provisions of the Revised Statutes the following rules are made applicable to the navigation of vessels of the Navy.

Every sail-vessel of the mercantile marine navigated without complying with the instructions of this circular will be liable to a penalty of two hundred dollars, for which sum the vessel may be seized and proceeded against.

PRELIMINARY DEFINITIONS.

R. S. 4233. RULE ONE. Every steam-vessel which is under sail, and not under steam, shall be considered a sail-vessel ; and every steam-vessel which is under steam, whether under sail or not, shall be considered a steam-vessel.

II.—LIGHTS AND SO FORTH.

Rule Two. The lights mentioned in the following rules, and no others, shall be carried in all weathers, between sunset and sunrise.

STEAM-VESSELS—MAST-HEAD LIGHT.

Rule Three. All ocean-going steamers, and steamers carrying sail, shall, when under way, carry—

(*A*) At the foremast head, a bright white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side.

STEAM-VESSELS—SIDE-LIGHTS.

(*B*) On the starboard side, a green light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side.

(*C*) On the port side, a red light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side.

The green and red lights shall be fitted with inboard screens, projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow.

RULE FIVE. All steam-vessels, other than ocean-going steamers and steamers carrying sail, shall, when under way, carry on the starboard and port sides lights of the same character and construction and in the same position as are prescribed for side-lights by Rule Three, except in the case provided in Rule Six.

STEAM-VESSELS—RANGE LIGHTS.

RULE SEVEN. All coasting steam-vessels, and steam-vessels other than ferry-boats and vessels otherwise expressly provided for, navigating the bays, lakes, rivers or other inland waters of the United States, except those mentioned in Rule Six, shall carry the red and green lights as prescribed for ocean-going steamers; and, in addition thereto, a central range of two white lights; the after-light being carried at an elevation of at least fifteen feet above the light at the head of the vessel. The head-light shall be so constructed as to show a good light through twenty points of the compass, namely: from right ahead to two points abaft the beam on either side of the vessel; and the after-light so as to show all around the horizon. The lights for ferry-boats, barges and canal boats, when in tow of steam-vessels, shall be regulated by such rules as the board of supervising inspectors of steam-vessels shall prescribe.

STEAM-VESSELS ON THE MISSISSIPPI.

Rule Six. River-steamers navigating waters flowing into the Gulf of Mexico, and their tributaries, shall carry the following lights, namely: One red light on the outboard side of the port smoke-pipe, and one green light on the outboard side of the starboard smoke-pipe. Such lights shall show both forward and abeam on their respective sides.

STEAM-VESSELS WHEN TOWING.

Rule Four. Steam-vessels, when towing other vessels, shall carry two bright white mast-head lights vertically, in addition to their side-lights, so as to distinguish them from other steam-vessels. Each of these mast-head lights shall be of the same character and construction as the mast-head lights prescribed by Rule Three.

LIGHTS FOR SAILING-VESSELS AND VESSELS IN TOW.

RULE EIGHT. Sail-vessels, under way or being towed, shall carry the same lights as steam-vessels under way, with the exception of the white mast-head lights, which they shall never carry. (See Rule Three, *b* and *c*, and Rule Seven in so far as it relates to certain vessels in tow.)

LIGHTS FOR SMALL VESSELS.

RULE NINE. Whenever, as in case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

LIGHTS FOR SMALL STEAM AND SAIL VESSELS AND OPEN BOATS.

RULE THIRTEEN. Open boats shall not be required to carry the side-lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and, on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up, in addition, if considered expedient.

LIGHTS FOR PILOT-VESSELS.

Rule Eleven. Sailing pilot-vessels shall not carry the lights required for other sailing-vessels, but shall carry a white light at the mast-head, visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.

"*Steam pilot-boats shall, in addition to the mast-head light and green and red side-lights required for ocean steam-vessels, carry a red light hung vertically from three to five feet above the foremast headlight, for the purpose of distinguishing such steam pilot-boats from other steam-vessels.*"

LIGHTS FOR AN OVERTAKEN VESSEL.

"Rule Twenty-five. A sail-vessel which is being overtaken by another vessel during the night shall show *from her stern* to such last-mentioned vessel a torch or a flare-up light."

ANCHOR LIGHTS.

RULE TEN. All vessels, whether steam-vessels or sail-vessels, when at anchor in roadsteads or fairways, shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all around the horizon, and at a distance of at least one mile.

RULE TWELVE. Coal-boats, trading-boats, produce-boats, canal-boats, oyster-boats, fishing-boats, rafts or other water-craft, navigating any bay, harbor or river, by hand-power, horse-power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor or river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels.

III.—SOUND SIGNALS IN FOG, ETC.

PRELIMINARY.

RULE FIFTEEN. Whenever there is a fog, or thick weather, whether by day or night, fog-signals shall be used, as follows:

STEAM-VESSEL UNDER WAY.

(a) Steam-vessels under way shall sound a steam-whistle placed before the funnel, not less than eight feet from the deck, at intervals of not more than one minute.

SAIL-VESSEL UNDER WAY.

(b) Sail-vessels under way shall sound a fog-horn at intervals of not more than *one* minute.

VESSELS AT ANCHOR OR NOT UNDER WAY.

(c) Steam-vessels and sail-vessels, when not under way, shall sound a bell at intervals of not more than *two* minutes. [See also paragraph D, following.]

VESSELS TOWING, ETC.

(a) *Steam-vessels, when towing, shall sound three blasts of quick succession repeated at intervals of not more than one minute.*

COAL-BOATS, CANAL-BOATS, ETC.

(D) Coal-boats, trading-boats, produce-boats, canal-boats, oyster-boats, fishing-boats, rafts or other water-craft, navigating any bay, harbor or river, by hand-power, horse-power, sail, or by the current of the river, or anchored or moored in or near the channel or fairway of any bay, harbor or river and not in any port, shall sound a fog-horn, or equivalent signal, which shall make a sound equal to a steam-whistle, at intervals of not more than two minutes.

SPEED IN FOG.

RULE TWENTY-ONE. Every steam-vessel shall, when in a fog, go at a moderate speed.

IV.—STEERING AND SAILING RULES.

PRELIMINARY.

Rule Sixteen. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change such risk should be deemed to exist.

SAILING-VESSELS.

Rule Seventeen. When two sailing-vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(*c*) *When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.*

(*d*) *When both vessels are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward.*

(*e*) *A vessel which has the wind aft shall keep out of the way of the other vessel.*

STEAM-VESSELS.

RULE EIGHTEEN. If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

TWO STEAM-VESSELS CROSSING.

RULE NINETEEN. If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

STEAM-VESSEL SHALL KEEP OUT OF THE WAY OF SAILING-VESSEL.

RULE TWENTY. If two vessels, one of which is a sail-vessel and the other a steam-vessel, are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sail-vessel.

COURSE AND SPEED.

Rule Twenty-three. Where, by Rules seventeen, nineteen, twenty and twenty-two, one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualifications of Rule twenty-four.

STEAM-VESSEL SHALL SLACKEN SPEED OR STOP.

Rule Twenty-one. Every steam-vessel, when approaching another vessel, so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam-vessel shall, when in a fog, go at a moderate speed.

OVERTAKING VESSELS.

Rule Twenty-two. Every vessel overtaking any other vessel shall keep out of the way of the last mentioned vessel.

GENERAL PRUDENTIAL RULE.

Rule Twenty-four. In construing and obeying these rules, due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger.

SOUND SIGNALS FOR PASSING STEAMERS.

R. S. 4412. The Board of Supervising Inspectors shall establish such regulations to be observed by all steam-vessels in passing each other as they shall from time to time deem necessary for safety; two printed copies of such regulations shall be furnished to each of such vessels and shall at all times be posted up in conspicuous places in such vessels.

PRECAUTION.

"*Rule Twenty-six. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.*"

LIGHTS ON UNITED STATES NAVAL VESSELS AND REVENUE CUTTERS.

RULE FOURTEEN. The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it. *The exhibition of any light on board of a revenue cutter of the United States may be suspended whenever, in the opinion of the commander of the vessel, the special character of the service may require it.*

RULES AND REGULATIONS

RELATING TO

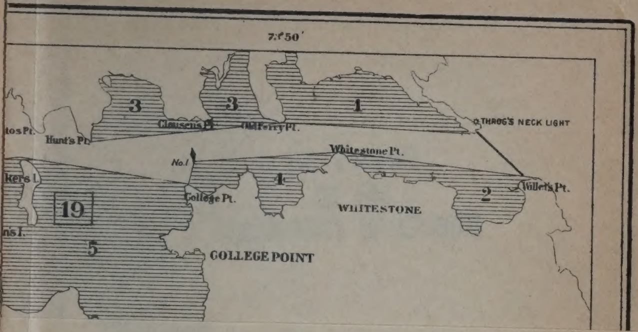
THE ANCHORAGE OF VESSELS IN THE PORT OF NEW YORK.

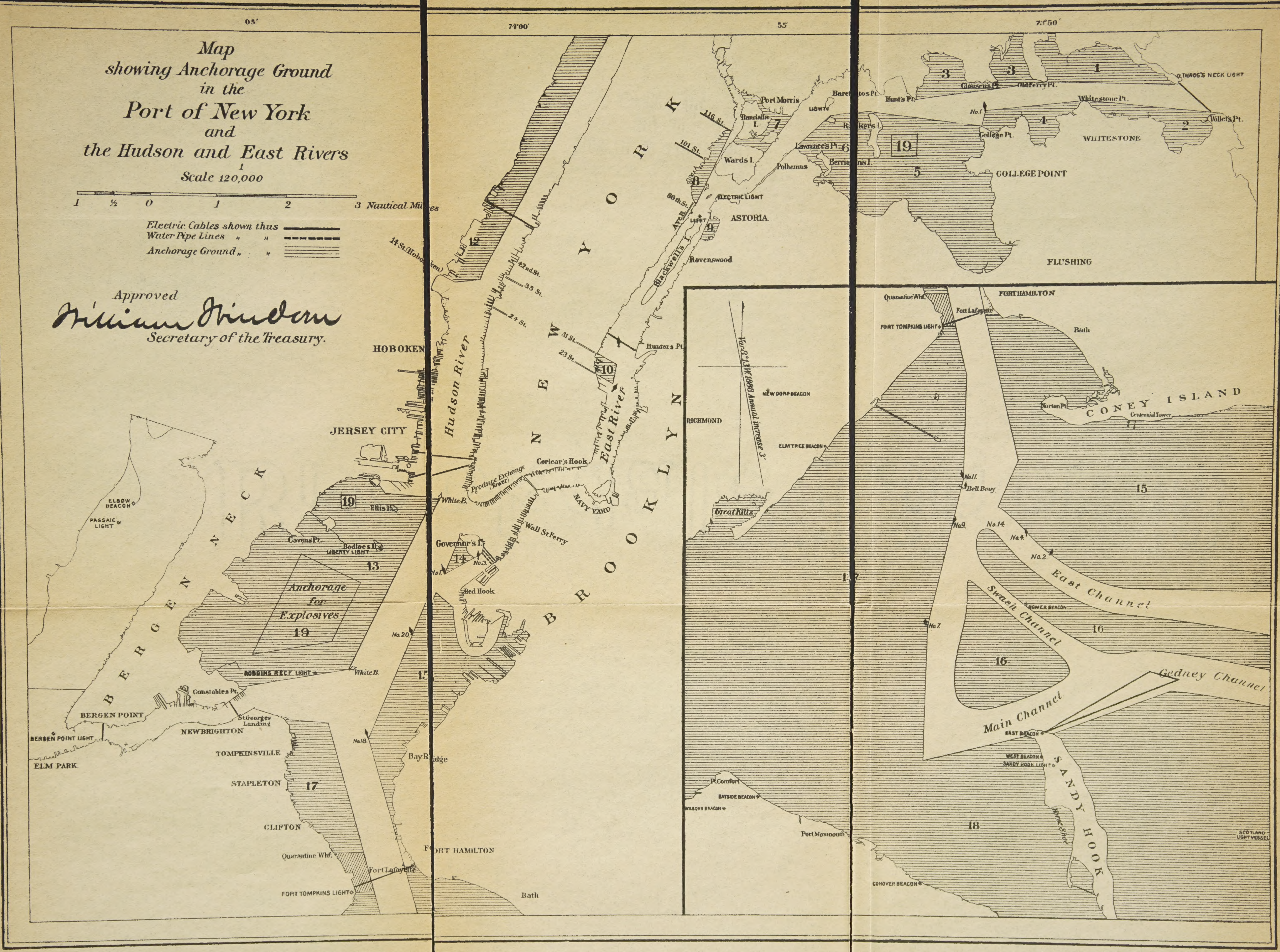
TREASURY DEPARTMENT, July 5, 1889.

The following described anchorage grounds for vessels in the bay and harbor of New York, and in the Hudson and East rivers, are hereby defined and established, and the following rules and regulations in relation thereto are hereby adopted and published for the government of the owners, masters, or persons in charge on any vessel in the port of New York, pursuant to the Act of Congress approved May 16, 1888, as follows:

AN ACT relating to the anchorage of vessels in the port of New York.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is authorized, empowered, and directed to define and establish an anchorage ground for vessels in the bay and harbor of New York, and in the Hudson and East rivers, to adopt suitable rules and regulations


73°50′
3
3
1
THROG'S NECK LIGHT
tos Pt.
Hunt's Pt.
Clausens Pt.
Old Ferry Pt.
Whitestone Pt.
No. 1
kers I.
19
4
2
Willet's Pt.
College Pt.
WHITESTONE
ns I.
5
COLLEGE POINT



Map
showing Anchorage Ground
in the
Port of New York
and
the Hudson and East Rivers

Scale $\frac{1}{120,000}$

Electric Cables shown thus
Water Pipe Lines " "
Anchorage Ground " "

Approved
William Windom
Secretary of the Treasury.

05'
74°00'
55'
73°50'
1 ½ 0 1 2 3 Nautical Miles
Anchorage for Explosives
NEW YORK
BROOKLYN
BERGEN NECK
Hudson River
East River
HOBOKEN
JERSEY CITY
14 St.(Hoboken)
42nd St.
35 St.
24 St.
31 St.
23 St.
Produce Exchange Tower
Corlear's Hook
NAVY YARD
Wall St.Ferry
White B.
Ellis I.
Bedloe's I.
LIBERTY LIGHT
Cavens Pt.
Governor's I.
Red Hook
ELBOW BEACON
PASSAIC LIGHT
ROBBINS REEF LIGHT
Constables Pt.
BERGEN POINT
BERGEN POINT LIGHT
ELM PARK
St.Georges Landing
NEWBRIGHTON
TOMPKINSVILLE
STAPLETON
CLIFTON
Quarantine Whf.
Fort Lafayette
FORT TOMPKINS LIGHT
FORT HAMILTON
Bay Ridge
Bath
No.1
No.3
No.18
No.20
116 St.
101 St.
86th St.
Ave.B.
Randalls I.
Wards I.
Port Morris
LIGHT
Blackwell's I.
Ravenswood
ASTORIA
ELECTRIC LIGHT
Hunters Pt.
Polhemus
Lawrence's Pt.
Berrian's I.
Rikers I.
Barettos Pt.
Hunt's Pt.
Clausens Pt.
Old Ferry Pt.
Whitestone Pt.
THROG'S NECK LIGHT
Willet's Pt.
College Pt.
WHITESTONE
COLLEGE POINT
FLUSHING
Quarantine Whf.
FORT HAMILTON
Fort Lafayette
FORT TOMPKINS LIGHT
Bath
Var. 8° 13' W. 1888 Annual increase 3'
NEW DORP BEACON
RICHMOND
ELM TREE BEACON
Great Kills
Norton Pt.
CONEY ISLAND
Centennial Tower
No.11.
Bell Bouy
No.9.
No.14
No.4.
No.2.
No.7
East Channel
Swash Channel
ROMER BEACON
Gedney Channel
Main Channel
EAST BEACON
WEST BEACON
SANDY HOOK LIGHT
SANDY HOOK
Flynns Shoal
SCOTLAND LIGHT VESSEL
Pt.Comfort
BAYSIDE BEACON
WILSONS BEACON
Port Monmouth
CONOVER BEACON
1
2
3
4
5
6
7
8
9
10
12
13
14
15
16
17
18
19

in relation thereto, and to take all necessary measures for the proper enforcement of such rules and regulations.

SEC. 2.—That in the event of the violation of any such rules or regulations by the owner, master, or person in charge of any vessel, such owner, master, or person in charge of such vessel shall be liable to a penalty of one hundred dollars, and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States District Court for the District within which such vessel may be, and in the name of the officer designated by the Secretary of the Treasury.

SEC. 3.—That this act shall take effect immediately.

Approved May 16, 1888.

EAST RIVER ANCHORAGES.

Vessels shall anchor within the following specified limits :

1 On Hammond Flats, to the northward of a line from Throg's Neck to Old Ferry Point.

2. To the southward of a line from Willet's Point to Whitestone Point.

3. On the north side of the channel, north of a line between Old Ferry Point and Hunt's Point.

4. On the south side of the channel, south of a line between Whitestone Point and buoy (No. 1) off College Point, and to the eastward of a line running from said buoy to College Point.

5. In Flushing Bay, to the southward of a line from College Point to the north end of Riker's Island.

6. To the southward of a line from the north end of Riker's Island to the north end of South Brother Island, thence to Lawrence's Point.

7. To the westward of a line from Stoney Point to northeast end of Ward's Island; and between Ward's Island and Randall's Island, and between Randall's Island and Port Morris.

8. To the westward of a line from the foot of One Hundred and Sixteenth street, New York, to the north end of Avenue B, New York; but no vessel shall anchor on this anchorage within 150 feet of any wharf or pier, or so as to impede the movements of a ferry, or so as to prevent ready access to or from the piers.

9. To the eastward of a line from Hatter's Dock to Gibbs' Point (Hallet's Cove, Astoria).

10. To the southward of Thirty-first street and northward of Twenty-fourth street piers, and to the westward of a line passing through Buoy No. 1, off Thirty-fourth street, and Danger Buoy, off Twentieth

street. Small vessels of the United States Government, and vessels carrying a distinctive signal prescribed by the Secretary of the Navy, may anchor anywhere within these limits, provided they do not obstruct the approach to any pier, or impede the movements of any ferry-boat, and the officer in charge of anchorage grounds may, whenever he deems it advisable, move or cause to move any vessel not, in his opinion, complying with this proviso.

[NOTE.—No vessel shall be anchored in the East River other than in the places hereinbefore designated, excepting in cases of distress, and then not longer than the turn of the tide, provided that in no case shall a vessel anchor within 100 yards of the pier heads of either shore, except as noted in Rules 8 and 10, or in such a position as to impede the movements of a ferry, or obstruct vessels in getting to and from the piers].

HUDSON RIVER ANCHORAGE, EAST.

11. [This Section and Note, revoked by circular dated August 29, 1893.]

HUDSON RIVER ANCHORAGE.

12. [As amended by Circular dated Aug. 29, 1893.] "Vessels may anchor in the Hudson River to the westward of the centre line of said river, running northeast five-eighths north (correct magnetic) from Castle Point, and above Fourteenth street, Hoboken ferry landing, provided, that in no case shall a vessel anchor within 200 yards of the shore or in such po-

sition as to impede the movements of a ferry or to prevent ready access to or from a pier."

WESTERN ANCHORAGE, UPPER BAY.

Vessels may anchor in the Upper Bay within the following limits:

13. To the southward of the range passing through Wall Street Ferry, Brooklyn, and the white buoy to the north and east of Ellis' Island, to the westward of a line running S. W. by S. (nearly) from the said white buoy to another white buoy ½ mile east from Robbins' Reef Light-House, and to the northward of a line from Constable's Point, through Robbins' Reef Light-House to the last-mentioned white buoy, provided that no vessel anchors so as to obstruct the approaches to any pier within these limits.

GOVERNOR'S ISLAND ANCHORAGE.

14. Vessels may anchor to the southward of Governor's Island, within the triangular space included in lines running from Castle William to Buoy No. 1, thence to Buoy No. 3, in Buttermilk Channel.

EASTERN ANCHORAGES, UPPER AND LOWER BAYS.

Vessels may anchor within the following limits:

15. To the southward of a line passing through the Statue of Liberty on Bedloe's Island and the southern point of the north entrance to the Erie

Basin; to the eastward of a range passing through Produce Exchange Tower, the east edge of Castle William, and Buoys 20 and 18, as now planted; and to the eastward of a range passing through Buoy 18, off Owl's Head, the western edge of Long Island in the Narrows, and eastern side of Fort Lafayette as far south as the East Channel, between Buoys 4 and 2; provided that no vessel shall anchor within 300 yards of the Erie Basin, and that no vessel shall anchor so as to impede the movements of a ferry, or so as to prevent ready access to or from the piers.

Heavy-draught vessels awaiting quarantine, or temporarily delayed, may anchor to the eastward of a line drawn from Norton's Point to Red Buoy No. 14, at the northern end of Dry Romer Shoal, leaving a passage through East Channel.

16. Vessels may anchor on Dry Romer Shoal and Flynn's Knoll.

STATEN ISLAND ANCHORAGE.

17. [As amended by Circular dated Aug. 29, 1893.] "Vessels may anchor to the southward of a line from St. George's Ferry Landing, Staten Island, to the railroad terminal docks at Bay Ridge, Long Island, and to the westward of a line from Robbins' Reef Light-House, through a point 1,000 yards east of the Quarantine wharf at Clifton to the Buoy on Caven's Shoal, thence to buoys Nos. 11, 9 and 7, thence to

Conover's beacon; but in no case shall a vessel anchor so as to impede the movements of any ferry or prevent ready access to or from any pier."

The part of anchorage seventeen lying between its northern boundary, and a line running parallel thereto, and 800 yards south of said boundary, is reserved for ships of war of all nations and vessels of the United States Government.

NOTE.—No other vessels than those which are detained at Upper Quarantine shall anchor on this anchorage between Fort Tompkins Light and Quarantine Wharf at Clifton, Staten Island.

SANDY HOOK BAY ANCHORAGE.

18. Vessels may anchor to the southward of a line extending from East Beacon to Bayside Beacon (Point Comfort), provided they do not impede the movements of vessels in getting to and from the piers.

In order to prevent injury to the submarine cables which will be used for the lighting of Gedney's Channel Buoys, vessels are forbidden to anchor when the East Beacon Light-House bears anywhere between the compass-bearings of W. S. W. ½ W. and S. W. by W. ¾ W. from the vessel, unless the said vessel is to the northward of the northern line of buoys of Gedney's Channel.

No vessel shall anchor in any of the following channels: Gedney's Channel, Main Channel, Swash

Channel, and East Channel, excepting in cases of great emergency, and then outside of the channels as marked by the buoys, and only until such time as they can procure assistance.

19. Vessels carrying gunpowder or other explosives may anchor only as follows:

First.—On the shoal ground to the eastward of Riker's Island, East River, from ¼ to ⅝ of a mile from this island.

Second.—On Jersey Flats to the westward of a line running N. E. by N. from the outer end of the pier, east of Black Tom Island, provided that such vessels do not anchor within 800 yards of Ellis' Island, or within 500 yards of any pier.

Third.—On the flats to the south of a line drawn from Bedloe's Island to Caven's Point, New Jersey, and to the westward of a line from Bedloe's Island to Robbins' Reef, provided that they do not anchor within 1,000 yards of either Bedloe's Island or Robbins' Reef Light, or within 500 yards of any pier. Vessels (carrying explosives) of too great draught to use this anchorage may anchor only in Gravesend Bay, but not within 1,000 yards of the shore.

All vessels laden with explosives while within the port will display, at all times, a red flag of at least 16 square feet surface, at the mast-head. Vessels so laden, and without masts, will display the flag at least 10 feet above the uppermost deck.

Points where cables and water-pipes cross are clearly marked in red on the accompanying map, and all vessels are cautioned not to anchor so as to interfere with them.

Ash-scows, the property of the municipalities bordering on the waters of the port, may be anchored in such places as the officer appointed to enforce the foregoing law and rules may designate, with the approval of the Treasury Department.

The white mooring buoys off the Upper Quarantine Station, in the Narrows, are exclusively for the use of vessels awaiting the first visit of the health officer, and are not to be occupied at any other time.

All officers of revenue vessels at the port of New York are charged with the enforcement of these rules and regulations, and are empowered to remove from her anchorage any vessel not anchored within the limits hereby prescribed.

WILLIAM WINDOM,
Secretary of the Treasury.

BUOYS, BEACONS, ETC.

In conformity with section 4,678 of the Revised Statutes of the United States, the following order is observed in coloring and numbering the buoys along the coast, or in bays, harbors, sounds or channels, viz.:

1. In entering from seaward, RED BUOYS with EVEN NUMBERS will be found on the STARBOARD side of the channel, and must be left on the STARBOARD hand in passing in.

2. In entering from seaward, BLACK BUOYS with ODD NUMBERS will be found on the PORT side of the channel, and must be left on the PORT hand in passing in.

3. Buoys painted with RED and BLACK HORIZONTAL STRIPES will be found on OBSTRUCTIONS, with channel ways on either side of them, and may be left on either hand in passing.

4. Buoys painted with WHITE and BLACK PERPENDICULAR STRIPES will be found in MID-CHANNEL, and must be passed close-to, to avoid danger.

By a recent order of the Light-House Board, the buoyage has been changed, so that in entering from seaward *nun buoys, painted red,* with even numbers, will be located *on the starboard hand* of channels, and *can buoys, painted black,* with odd numbers, will be located *on the port hand* of channels.

All other distinguishing marks to buoys will be in addition to the foregoing, and may be employed to mark particular spots, *a description of which will be given in the printed list of buoys issued by the Light-House Board.*

Perches, with balls, cages, etc., will, when placed on buoys, be at turning-points, the color and number indicating on what side they shall be passed.

Different channels in the same bay, sound, river or harbor, will be marked, as far as practicable, by different descriptions of buoys. Principal channels will be marked by nun buoys; secondary channels by can buoys; and minor channels by spar buoys. When there is but one channel, nun buoys, properly colored and numbered, are usually placed on the starboard side, and can buoys on the port side of it.

Day-beacons, stakes and spindles (except such as are on the sides of channels, which will be colored like buoys) are constructed and distinguished with special reference to each locality, and particularly in regard to the background upon which they are projected.

BREAKWATERS.

SPECIAL NOTICE.

Two breakwaters are now in course of construction, by the United States Government, at the entrance to Larchmont Harbor.

One breakwater is to extend from Umbrella Point to Umbrella Rock, the other from Flagler's (Long Beach) Point to Huron Rock.

The entrance to the harbor is between those rocks, and is over 900 feet wide. During the yachting season the outer ends of each breakwater will be marked at night by a Red Light.

BUOYS ON LONG BEACH POINT REEF.

(HEN AND CHICKENS.)

Reef Buoys Placed.—A second-class spar buoy, painted black and numbered 1, has been placed in three fathoms water to the northeastward of Long Beach Point Reef, locally known as "Hen and Chickens," on the following bearings: Rye Neck Point, N. E. by E.; Long Beach Point, N. by E. ⅛ E.; Execution Rocks Light-House, S. by W.

A second-class spar buoy, painted red and numbered 2, has been placed in 2½ fathoms water to the southward of the same shoal on the following bearings: Execution Rocks Light-House, S. ½ W.; Long Beach Point, N. N. E. ¼ E.; Tower on Davenport Island, S. W. ¾ W.

LIGHT BUOY ON HEN AND CHICKENS.—On or about May 25, of each year, a gas buoy, painted black and showing a *fixed white* light, will be substituted for and established at the moorings of Hen and Chickens (northeast) buoy, No. 1, black spar, in 18 feet of water, on the northeasterly point of Hen and

Chickens shoal, entrance to Larchmont harbor, westerly end of Long Island sound.

This buoy will be removed and its station marked by a spar buoy during the winter months.

A black can buoy and a red nun buoy are maintained during the yachting season by the Club in about 18 feet of water, on the northwest side of the same reef.

DOCUMENTS OF YACHTS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,

WASHINGTON, D. C., June 14, 1889.

Sir :

This office is in receipt of your letter, dated the 4th inst., stating that it is your practice to enroll yachts of twenty tons in burden, and inquiring whether a different practice exists at other ports.

You are informed that a different practice does so exist, and was sanctioned by the Department before the establishment of this Bureau. It is found, however, to cause confusion in the records and make it difficult to secure the retention of names, and it evidently conflicts with the requirements of Section 4,311, Revised Statutes.

The Act of March 3, 1883, now governing the licensing of yachts, refers to them as "such vessel so enrolled and (or) licensed," and there is no good reason for supposing that the Statute was intended to change the provisions of law relating to enrollments, or the provisions exempting small vessels from license. Article 58 of the Regulations of 1884 is therefere so amended as to read as follows :

Licenses of this description can be issued to yachts built in the United States and owned by American citizens, but yachts of twenty tons burden must first be enrolled. Boats or yachts of less than five tons in burden will not be licensed. Yachts or pleasure vessels of greater burden than that last mentioned navigating without documents become subject to disabilities.

These instructions will not be applied to vessels already documented until the expiration of their existing marine documents.

Respectfully yours,

C. B. Morton, Commissioner.

REVISED STATUTES OF THE UNITED STATES.

Section 4,214 as amended by Act of March 3, 1883.

"Sec. 4,214. The Secretary of the Treasury may cause yachts used and employed exclusively as pleasure vessels or designed as models of naval architecture, if built and owned in compliance with the provisions of sections forty-one hundred and thirty-three to forty-one hundred and thirty-five, to be licensed on terms which will authorize them to proceed from port to port of the United States, and by sea to foreign ports, without entering or clearing at the Custom House; such license shall be in such form as the Secretary of the Treasury may prescribe. The owner of any such vessel, before taking out such license, shall give a bond in such form and for such amount as the Secretary of the Treasury shall prescribe, conditioned that the vessel shall not engage in any trade nor in any way violate the revenue laws of the United States; and shall comply with the laws in all other respects. Such vessels so enrolled and licensed shall not be allowed to transport merchandise or carry passengers for pay. Such vessels shall have their name and port placed on some conspicuous portion of their hulls. Such vessels shall, in all respects, except as above, be subject to the laws of the United States, and shall be liable to seizure and forfeiture for any violation of the provisions of this title; *Provided,* That all charges for license and inspection fees for any pleasure vessel or yacht shall not exceed five dollars, and for admeasurement shall not exceed ten cents per ton."

Section 4,495 relative to steam-vessels:

"Sec. 4,495. Every steam-vessel of the United States, in addition to having her name painted on her stern, shall have the same conspicuously placed in distinct, plain letters, of not less than six inches in length, on each outer side of the pilot house, if it has such, and in case the vessel has side-wheels, also on the outer side of each wheel-house; and if any such steamboat be found without having her name placed as required, she shall be subject to the same penalty and forfeiture as provided by law in the case of a vessel of the United States found without having her name, and the name of the port to which she belongs, painted on her stern."

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,
WASHINGTON, D. C., April 16, 1891.

To Collectors of Customs and others:

Your attention is invited to the following ruling of the Bureau upon the application of the Act of February 21, 1891, to the marking of the names of yachts and steam-vessels:

The marking of the name and port of yachts is specifically provided for by the Act of March 3, 1883, amendatory of Section 4,214, Revised Statutes, and the marking of the names of steam-vessels is likewise specifically provided for by Section 4,495, Revised Statutes. These statutes were not repealed except by implication. The Supreme Court has held that a specific provision for a particular class is not repealed by a general provision in a later act. Hence, it appears that the statutes relating to the marking of yachts and steam-vessels must be construed together with the marking provided for by Act of February 21, 1891. This seems proper, also, for the reason that these several laws relate to the same subject, were enacted for the same purpose, are consistent and reconcilable, and seem to be better adapted to the particular class of vessel than the later law of February last, and it is, therefore, the ruling of the Bureau that yachts must be marked in accordance with the Act of March 3, 1883, and steamboats must be marked as provided for in Section 4,495, Revised Statutes.

William W. Bates,
Commissioner.

Approved:
A. B. Nettleton,
Acting Secretary.

FOREIGN-BUILT YACHTS.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., February 10, 1897.

To Collectors of Customs and others:

The attention of the officers of the customs is invited to the Act of February 8, 1897, printed below. Under the statute, foreign-built yachts owned, chartered, or used by citizens of the United States, if the ownership or charter was acquired on or after February 8, 1897, are subject to tonnage tax in the United States in the same manner as vessels engaged in trade.

Action will be taken by you accordingly, whether or not the yachts are documented under the laws of any foreign country.

EUGENE T. CHAMBERLAIN,
Commissioner.

Approved:
S. WIKE, *Acting Secretary.*

AN ACT for the protection of yacht owners and shipbuilders of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-two hundred and sixteen of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4216. Yachts, belonging to a regularly organized yacht club of any foreign nation which shall extend like privileges to the yachts of the United States, shall have the privilege of entering or leaving any port of the United States without entering or clearing at the custom-house thereof or paying tonnage tax: *Provided*, That the privileges of this section shall not extend to any yacht built outside of the United States and owned, chartered, or used by a citizen of the United States, unless such ownership or charter was acquired prior to the passage of this Act."

SEC. 2. That section eleven of an Act, entitled "An Act to abolish certain fees for official services to American vessels, and to amend the laws relating to shipping commissioners, seamen and owners of vessels, and for other purposes," approved June nineteenth, eighteen hundred and eighty-six, so far as the same exempts any yacht built outside of the United States, and owned, chartered, or used by a citizen of the United States, from the payment of tonnage taxes, is hereby repealed.

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OF THE
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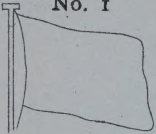
U.S. SIGNAL SERVICE.

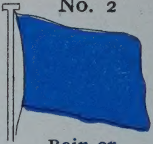
WEATHER SIGNALS.

No. 1



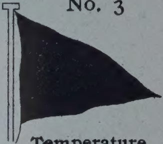
Clear or Fair
Weather

No. 2



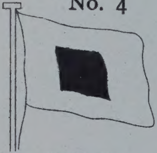
Rain or
Snow

No. 3



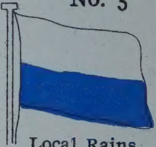
Temperature
Signal

No. 4



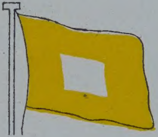
Cold Wave

No. 5

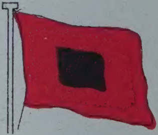


Local Rains
or Showers

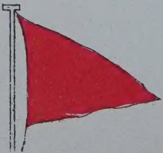
WIND DIRECTION AND VELOCITY SIGNALS.



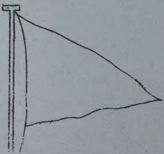
Cautionary Signal



Storm Signal



Easterly Winds



Westerly Winds

U. S. SIGNAL SERVICE.

WEATHER SIGNALS.

No. 1. Clear or fair weather.
No. 2. Rain or snow.
No. 3. Temperature signal.
No. 4. Cold wave.
No. 5. Local rains or showers.

Weather signals should be read from the top of the staff downward.

When the black triangular flag, No. 3, is placed above the white, blue, or white and blue combination flag, it indicates warmer weather; when placed below, colder weather; when omitted, stationary temperature.

For Example:—Nos. 1 and 3, indicate "Fair weather. Colder." Nos. 3, 1 and 2, "Warmer, fair weather, followed by rain or snow."

WIND DIRECTION AND VELOCITY SIGNALS.

1st. A cautionary signal: A yellow flag with white centre will indicate that the winds expected are not so severe, but that well-found and seaworthy vessels can meet them without great danger.

2nd. A storm signal: A red flag with a black centre will indicate that the storm is to be of more marked violence.

3rd. A red pennant will indicate that the winds are to be easterly—that is, from northeast to south inclusive, and that the storm centre is approaching.

4th. The white pennant will indicate westerly winds—that is, from north to southwest, inclusive, and that the storm centre has passed.

5th. When the red pennant is hoisted above the cautionary or storm signal, winds are expected from the northeast quadrant; when below, from the southeast quadrant.

6th. When the white pennant is hoisted above the cautionary or storm signal, winds are expected from the northwest quadrant; when below, from the southwest quadrant.

NIGHT STORM SIGNALS.

A red light for easterly winds.
A red light and a white light for westerly winds.

INFORMATION.

Red pennant alone indicates information signal—that special information may be had on application at the Signal Station.

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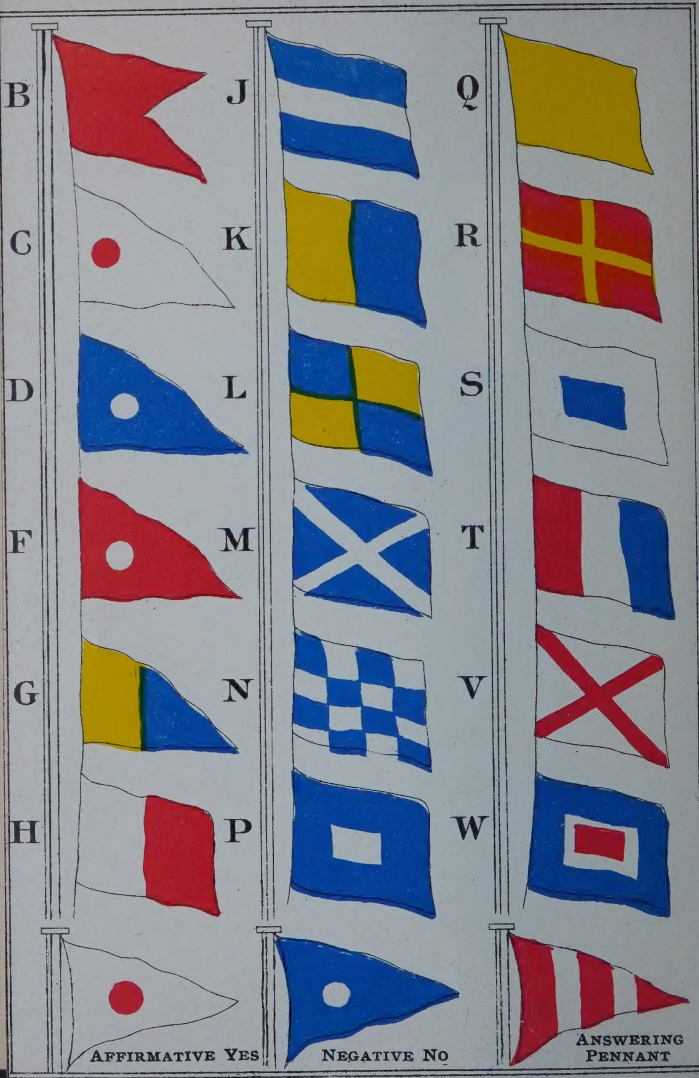
B
C
D
F
G
H
J
K
L
M
N
P
Q
R
S
T
V
W
AFFIRMATIVE YES
NEGATIVE NO
ANSWERING PENNANT

LARCHMONT YACHT CLUB

SIGNAL CODE.

Uniform with the New York, Eastern, and Seawanhaka Corinthian Yacht Clubs.

The Signals in this Code consist chiefly of sentences needed by vessels of the fleet, which are not to be found in the International Code. They comprise :

General Signals (single letters, B. to W.).

Special Signals (two letters, B. C. to C. N.).

Days of the Week (two letters, C. P. to D. F.).

Hours of the Day (two letters, D. G. to G. W.).

Squadron Evolutions (two letters, H. B. to J. S.).

Names of Places (two letters, K. B. to W. V.).

Compass Signals (three letters, D. B. C. to D. G. W.).

When intending to use the International Code in place of this Code, the regular signal indicative of the International Code, namely, the ensign hoisted over the Answering Pennant where it can best be seen, should be set and kept flying until acknowledged by the Answering Pennant. In the absence of this preliminary signal, it will be understood that the Club Code is being used.

GENERAL SIGNALS.

B—(In all races to be used as "Protest Flag." In all other cases, to be used for any special purpose, as may be indicated in orders.)

C—Yes.

D—No.

F—Want to speak with you.

G—Dress ship at—

H—Leave of absence is requested.

J—Leave of absence is granted.

K—Captains and guests are invited to meet on board the flag-ship at ———

L—Boats recall.

M—Get under way.

N—Repair on board all hands belonging to this yacht.

P—Prepare to get under way at—

Q—Surgeon is wanted on board immediately.

R.—Steam yachts.

S—Schooners.

T—Sloops, cutters and yawls.

V—Captains report on board the flag-ship on coming to anchor.

W—Captains will meet on board the flag-ship at——

SPECIAL SIGNALS.

BC—The fleet will proceed to ———
BD—The fleet will not start at present.
BF—Proceed at will.
BG—Heave to off———
BH—Start from———
BJ—Start for———
BK—Where are we to anchor?
BL—Anchor at———
BM—Anchor for night at———
BN—Anchor at will.
BP—Return to anchorage.
BQ—Where are you from?
BR—Where are you bound?
BS—Have arrived from———
BT—Am bound for———
BV—Cannot understand your signals.
BW—Repeat my signals.
CB—On signal from the flag-ship the course will be———
CD—When will race come off?
CF—Race will come off at———
CG—Race is postponed until———
CH—Are you in need of assistance?
CJ—Am disabled and need assistance.
CK—Send me a tug.
CL—The fleet will remain at anchor to-day.
CM—Report on board at once.
CN—To finish off———

The signal for water boat, white flag with the word "Water" on it in black letters displayed at will.

DAYS OF THE WEEK.

CP—Sunday.
CQ—Monday.
CR—Tuesday.
CS—Wednesday.
CT—Thursday.
CV—Friday.
CW—Saturday.
DB—Yesterday.
DC—To-day.
DF—To-morrow.

HOURS OF THE DAY.

DG—12.00 Noon.
DH—0.30 P. M.
DJ—1.00 "
DK—1.30 "
DL—2.00 "
DM—2.30 "
DN—3.00 "
DP—3.30 "
DQ—4.00 "
DR—4.30 "
DS—5.00 "
DT—5.30 "
DV—6.00 "
DW—6.30 "
FB—7.00 "
FC—7.30 "
FD—8.00 "
FG—8.30 "
FH—9.00 "
FJ—9.30 "
FK—10.00 "
FL—10.30 "
FM—11.00 "
FN—11.30 "
FP—12.00 Midnight.
FQ—12.30 A. M.
FR—1.00 "
FS—1.30 "
FT—2.00 "
FV—2.30 "
FW—3.00 "
GB—3.30 "
GC—4.00 "
GD—4.30 "
GF—5.00 "
GH—5.30 "
GJ—6.00 "
GK—6.30 "
GL—7.00 "
GM—7.30 "
GN—8.00 "
GP—8.30 "
GQ—9.00 "
GR—9.30 "
GS—10.00 "
GT—10.30 "
GV—11.00 "
GW—11.30 "

SQUADRON EVOLUTIONS.

NOTE.—Yachts will commence to execute an evolution when the signal ordering it is hauled down.

HB—Anchor without regard to order of sailing.

HC—Bear away together at a right angle to present course.

HD—Bear up together at a right angle to present course.

HF—Bear up in succession in wake of leading vessel.

HG—Bear away in succession in wake of leading vessel.

HJ—Close more the order of sailing.

HK—Commodore will lead, other vessels will follow, without regard to any particular order.

HL—Disregard my movements.

HM—Disregard all particular order of sailing.

HN—Fill away.

HP—Follow my movements.

HQ—Form the first order of sailing.

HR—Form the second order of sailing.

HS—Form the third order of sailing.

HT—Form the fourth order of sailing.

HV—Haul on the wind together at a right angle to present course.

HW—Haul by the wind on the starboard tack.

JB—Haul by the wind on the port tack.

JC—Heave to.

JD—Increase distance between port and starboard divisions.

JF—Lessen distance between port and starboard divisions.

JG—Make more sail.

JH—Open more the order of sailing.

JK—Pay more attention to signals.

JL—Shall we shorten sail ?

JM—Shorten sail.

JN—Squadron will pass in review to leeward of flag-ship.

JP—Tack together.

JQ—Tack in succession, in wake of leading vessel.

JR—Wear together.

JS—Wear in succession, in wake of leading vessel.

NAMES OF PLACES.

KB—Absecom Light, N. J.

KC—Annapolis.

KD—Baker's Island Light, Mt. Desert.

KF—Baltimore.

KG—Bangor, Me.

KH—Bar Harbor, Mt. Desert.

KJ—Barnegat Light.

KL—Bartlett's Reef Lightship.

KM—Bath, Me.
KN—Bass Harbor, Me.
KP—Bay Ridge, N. Y. Bay.
KQ—Beaver Tail.
KR—Belfast, Me.
KS—Beverly, Mass.
KT—Black Rock Harbor, Conn
KV—Block Island.
KW—Brenton's Reef Lightship.
LB—Bristol, R. I.
LC—Boon Island Light.
LD—Booth Bay, Me.
LF—Boston.
LG—Camden, Me.
LH—Campobello, N. B.
LJ—Cape Ann.
LK—Cape Charles.
LM—Cape Cod.
LN—Cape Elizabeth.
LP—Cape Hatteras.
LQ—Cape Henlopen
LR—Cape Henry.
LS—Cape May.
LT—Cape Poge.
LV—Cape Sable.
LW—Captain's Island.
MB—Casco Bay.
MC—Casco Passage, Me.

MD—Castine, Me.
MF—Chatham Lights.
MG—City Island, N. Y.
MH—Clark's Point, Buzzard's Bay.
MJ—Cold Spring Harbor, L. I.
MK—Coney Island.
ML—Cornfield Light.
MN—Cutler, Me. (Little River).
MP—Cutty Hunk.
MQ—Deer Island Thoroughfare.
MR—Deering's Cove, Shelter Island.
MS—Delaware Breakwater.
MT—East Chop, Vineyard Haven
MV—Eastport, Me.
MW—Eaton's Neck, L. I.
NB—Edgartown.
NC—Eggmoggin Reach.
ND—Egg Rock Light, Mt. Desert.
NF—Fall River.
NG—Faulkner's Island.
NH—Fire Island Light.
NJ—Five Fathom Bank Lightship.
NK—Fort Pond Bay.
NL—Fortress Monroe.
NM—Fox Island Thoroughfare.
NP—Gardiner's Island.
NQ—Gay Head.
NR—Glen Cove, L. I

NS—Gloucester.
NT—Grand Manan Island.
NV—Grand Manan Channel.
NW—Graves, The.
PB—Gravesend Bay.
PC—Greenport.
PD—Half way Rock, Marblehead.
PF—Half-way Rock, Portland.
PG—Halifax, N. S.
PH—Hampton Roads.
PJ—Harding's Ledge.
PK—Head Harbor, Campobello.
PL—Head Harbor, Me.
PM—Hen and Chickens Lightship, Buzzard's Bay
PN—Highland Light, Cape Cod.
PQ—Horseshoe, Sandy Hook.
PR—Horton's Point Light, L. I.
PS—Hull.
PT—Huntington Bay.
PV—Hyannis.
PW—Isle of Shoals.
QB—Kittery.
QC—Larchmont, N. Y.
QD—Little Gull Island.
QF—Lloyd's Harbor, L. I.
QG—Long Branch.
QH—Machiasport.
QJ—Marblehead Harbor.

QK—Marblehead Rock.
QL—Matinicus Light.
QM—Matinicock Point, L. I.
QN—Merchants' Row, Me.
QP—Monhegan, Me.
QR—Monomoy.
QS—Montauk Point.
QT—Moos-a-bec Reach, Me.
QV—Morris Cove, Conn.
QW—Mount Desert Rock Light.
RB—Muscle Ridge Channel.
RC—Nahant.
RD—Nausett Beacons, Cape Cod.
RF—Nantasket Roads.
RG—Nantucket.
RH—Napeague.
RJ—Narragansett Pier.
RK—New Bedford.
RL—Newburyport.
RM—New Haven.
RN—New London (Town).
RP—New London (Pequot House).
RQ—Newport
RS—New Rochelle.
RT—No Man's Land.
RV—Norfolk, Va.
RW—North East Harbor, Mount Desert.
SB—North Haven, Me.

SC—Oak Bluffs.
SD—Old Field Light, L. I.
SF—Old Stage Harbor.
SG—Orient.
SH—Owls Head, Rockland, Me.
SJ—Oyster Bay, L. I.
SK—Oyster Pond Point.
SL—Plum Gut.
SM—Plymouth.
SN—Point Judith.
SP—Pollock Rip Lightship.
SQ—Port Clyde, Me.
SR—Port Jefferson, L. I.
ST—Portland.
SV—Portsmouth.
SW—Providence.
TB—Provincetown.
TC—Quick's Holl.
TD—Quoddy Roads, Me.
TF—Race Point, Cape Cod.
TG—Race Rock Light.
TH—Richmond's Island, Portland.
TJ—Riker's Island.
TK—Rockland, Me.
TL—Rockport, Me.
TM—Sag Harbor.
TN—Salem.
TP—Sandy Hook, N. J.

TQ—Sandy Hook Lightship.
TR—Sankaty Head Light.
TS—Saybrook.
TV—Seal Cove, Muscle Ridge Channel.
TW—Seal Island Light, N. S.
VB—Seguin Island.
VC—Scotland Lightship.
VD—Sheffield Island.
VF—Shelter Island (Manhansett House).
VG—Shinnecock Light.
VH—Smithtown Bay.
VJ—Somes' Sound, Mt. Desert.
VK—South West Harbor, Mt. Desert.
VL—Sow and Pigs Lightship, Vineyard Sound.
VM—St. Johns, N. B.
VN—Stamford, Conn.
VP—Stapleton, Staten Island.
VQ—Stonington.
VR—Stratford Light.
VS—Swampscott.
VT—Tarpaulin Cove.
VW—Tennant's Harbor, Me.
WB—Thatcher's Island Lights, Cape Ann.
WC—Thimble Islands.
WD—Throg's Neck.
WF—Tompkinsville, Staten Island.
WG—Vineyard Haven.
WH—Watch Hill.

WJ—West Chop, Vineyard Haven.
WK—West Harbor, Fishers Island.
WL—West Island.
WM—Whitestone, L. I.
WN—Winter Harbor, Me.
WP—Wood's Holl.
WQ—Wood Island, Me.
WR—York Narrows, Me.
WS——————
WT——————
WV——————

COMPASS SIGNALS.

DBC—North.
DBF—N. ½ E.
DBG—N. by E.
DBH—N. by E. ½ E.
DBJ—N. N. E.
DBK—N. N. E. ½ E.
DBL—N. E. by N.
DBM—N. E. ½ N.
DBN—N. E.
DBP—N. E. ½ E.
DBQ—N. E. by E.
DBR—N. E. by E. ½ E.
DBS—E. N. E.
DBT—E. N. E. ½ E.
DBV—E. by N.

DCB—East.
DCF—E. ½ S.
DCG—E. by S.
DCH—E. by S. ½ S.
DCJ—E. S. E.
DCK—S. E. by E. ½ E.
DCL—S. E. by E.
DCM—S. E. ½ E.
DCN—S. E.
DCP—S. E. ½ S.
DCQ—S. E. by S.
DCR—S. S. E. ½ E.
DCS—S. S. E.
DCT—S. by E. ½ E.
DCV—S. by E.

DBW—E. ½ N.
DFB—South.
DFC—S. ½ W.
DFG—S. by W.
DFH—S. by W. ½ W.
DFJ—S. S. W.
DFK—S. S. W. ½ W.
DFL—S. W. by S.
DFM—S. W. ½ S.
DFN—S. W.
DFP—S. W. ½ W.
DFQ—S. W. by W.
DFR—S.W.by W. ½ W.
DFS—W. S. W.
DFT—W. by S. ½ S.
DFV—S. by E.
DFW—S. ½ E.

DCW—S. ½ E.
DGB—West.
DGC—W. ½ N.
DGF—W. by N.
DGH—W. N. W. ½ W.
DGJ—W. N. W.
DGK—N.W.by W. ½ W.
DGL—N. W. by W.
DGM—N. W. ½ W.
DGN—N. W.
DGP—N. W. ½ N.
DGQ—N. W. by N.
DGR—N. N. W. ½ W.
DGS—N. N. W.
DGT—N. by W. ½ W.
DGV—N. by W.
DGW—N. ½ W.

1901.

SUN SETS AT LARCHMONT.

EASTERN STANDARD TIME.

Day	June.	July.	August.	Sept.	Oct.	Day
1	7.23	7.33	7.13	6.29	5.38	1
2	7.23	7.33	7.11	6.28	5.37	2
3	7.24	7.32	7.10	6.26	5.35	3
4	7.24	7.32	7.09	6.24	5.33	4
5	7.25	7.32	7.08	6.22	5.32	5
6	7.26	7.32	7.07	6.21	5.30	6
7	7.26	7.31	7.05	6.19	5.29	7
8	7.27	7.31	7.04	6.17	5.27	8
9	7.27	7.30	7.03	6.15	5.25	9
10	7.28	7.30	7.02	6.14	5.24	10
11	7.28	7.29	7.00	6.12	5 22	11
12	7.29	7.29	6.59	6.11	5.21	12
13	7.29	7.28	6.57	6.09	5.19	13
14	7.30	7.28	6.56	6.07	5.17	14
15	7.30	7.27	6.55	6.05	5.16	15
16	7.30	7.26	6.53	6.04	5.14	16
17	7.31	7.26	6.52	6.02	5.13	17
18	7.31	7.25	6.50	6.00	5.11	18
19	7.32	7.25	6.49	5.58	5.10	19
20	7.32	7.24	6.48	5.57	5.08	20
21	7.32	7.23	6.46	5.55	5.07	21
22	7.32	7.22	6.45	5.54	5.05	22
23	7.33	7.22	6.43	5.52	5.04	23
24	7.33	7.21	6.42	5.50	5.03	24
25	7.33	7.20	6.40	5.48	5.01	25
26	7.33	7.19	6.39	5.47	5.00	26
27	7.34	7.18	6.37	5.45	4.58	27
28	7.34	7.17	6.36	5.43	4.57	28
29	7.33	7.16	6.34	5.41	4.56	29
30	7.33	7.15	6.32	5.40	4.55	30
31	——	7.14	6.31	——	4.53	31

1901. MOON'S PHASES.

EASTERN STANDARD TIME.

NO ECLIPSES VISIBLE IN LARCHMONT.

JUNE.	d.	h.	m.	JULY.	d.	h.	m.	AUGUST.	d.	h.	m.
First Quarter.	23	3	58 P.M.	First Quarter.	23	8	58 A.M.	First Quarter.	22	2	52 A.M.
Full Moon....	2	4	52 A.M.	Full Moon.	1 31	6 5	17 P.M. 33 A.M.	Full Moon....	29	3	21 P.M.
Last Quarter.	9	4	59 P.M.	Last Quarter.	8	10	19 P.M.	Last Quarter.	7	3	1 A.M.
New Moon...	16	8	32 A.M.	New Moon...	15	5	10 P.M.	New Moon...	14	3	27 A.M.
Perigee......	14	6	12 A.M.	Perigee......	11	6	48 P.M.	Perigee.....	6	3	12 A.M.
Apogee......	26	4	12 A.M.	Apogee......	23	10	18 P.M.	Apogee......	20	5	12 P.M.

SEPTEMBER.	d.	h.	m.	OCTOBER.	d.	h.	m.
First Quarter..........	20	8	33 P. M.	First Quarter..........	20	0	57 P. M.
Full Moon..............	28	0	35 A. M.	Full Moon..............	27	10	6 A. M.
Last Quarter...........	5	8	27 A. M.	Last Quarter...........	4	3	52 P. M.
New Moon.............	12	4	18 P. M.	New Moon.............	12	8	11 A. M.
Perigee..............	1 29	2 1	30 P. M. 0 P. M.	Perigee................	27	10	12 P. M.
Apogee...	17	11	54 A. M.	Apogee................	15	2	18 A. M.

1901.

HIGH WATER AT LARCHMONT.

EASTERN STANDARD TIME.

Day	June.	July.	August.	Sept.	Oct.	Day
1	10.27	10.27	11.21	12.01	12.34	1
2	11.10	11.06	*12.06	12.50	1.24	2
3	11.37	11.47	12.21	1.41	2.19	3
4	*12.12	*12.30	1.10	2.35	3.22	4
5	12.23	12.42	1.59	3.36	4.32	5
6	1.07	1.30	2.54	4.46	5.59	6
7	1.54	2.20	3.52	6.00	7.05	7
8	2.46	3.14	4.55	7.18	8.06	8
9	3.41	4.10	6.08	8.24	8.55	9
10	4.40	5.13	7.25	9.18	9.38	10
11	5.42	6.21	8.34	10.02	10.15	11
12	6.48	7.31	9.33	10.42	10.48	12
13	7.50	8.36	10.24	11.20	11.18	13
14	8.51	9.38	11.06	11.52	11.48	14
15	9.49	10.33	11.48	12.06	12.17	15
16	10.42	11.21	*12.24	12.45	12.57	16
17	11.36	*12.08	12.32	1.23	1.31	17
18	*12.28	12.06	1.15	2.02	6.16	18
19	12.30	12.54	1.58	2.47	3.02	19
20	1.20	1.40	2.39	3.34	3.54	20
21	2.10	2.26	3.24	4.28	4.50	21
22	3.06	3.14	4.16	5.23	5.47	22
23	3.58	4.12	5.08	6.21	6.42	23
24	5.00	5.02	6.06	7.18	7.38	24
25	6.02	5.57	7.02	8.10	8.29	25
26	7.07	6.57	7.54	8.58	9.18	26
27	7.56	7.48	8.42	9.44	10.06	27
28	8.40	8.32	9.29	10.30	10.55	28
29	9.18	9.19	10.12	11.16	11.42	29
30	9.54	9.58	10.57	*12.02	12.17	30
31	——	10.39	11.42	——	1.10	31

Times marked * are P. M. All others are A. M.

TABLE OF TIDE CONSTANTS

AND AVERAGE RISE AND FALL OF TIDES.

The tidal differences added (+), or subtracted (—), as indicated by the signs, to or from the time of high water at Larchmont, will give (approximately) the time of high water at the following places. (Eastern standard time.)

	h. m.	Average Height. ft.
Black Rock	— .24	7.0
Block Island	— 3.43	3.0
Boston	+ .15	9.8
Bridgeport	— .08	7.2
Brooklyn (Navy Yard)	— 2.30	4.4
City Island	+ .02	7.4
Edgartown	+ .53	2.0
Fire Island Inlet	— 4.01	4.0
Great Peconic Bay (Jamesport.)	+ .56	2.4
Greenport, L. I.	— .38	2.6
Greenwich	— .06	7.4
Hell Gate Ferry	— 1.14	5.1
Huntington Bay, L. I.	— .26	7.6
Little Gull Island Light	— 1.53	2.5
Marblehead	— .06	9.2
Montauk Point	— 2.55	1.9
Mount Desert (Southwest Harbor.)	— .28	10.1
Nantucket	+ 1.15	3.3
New Bedford (Clark's Point.)	— 3 24	3.9
New Haven	— .10	6.0
New London	— 1.45	2.6
Newport	— 3.29	3.9
New Rochelle	+ .07	7.6
New York (Governor's Island.)	— 3.07	4.4
Oyster Bay, L. I.	— .09	7.3
Point Judith	— 3.44	3.1

TABLE OF TIDE CONSTANTS—Continued,

AND AVERAGE RISE AND FALL OF TIDES.

The tidal differences added (+), or subtracted (—), as indicated by the signs, to or from the time of high water at Larchmont, will give (approximately) the time of high water at the following places. (Eastern standard time.)

	h. m.	Average Height. ft.
Portland	+ .03	9.1
Portsmouth, N. H.	+ .11	9.2
Poughkeepsie	+ .44	3.2
Providence	— 2.59	4.5
Provincetown	+ .12	9.2
Quick's Holl (North Side.)	— 3.38	3.7
Quick's Holl (South Side.)	— 3.38	3.1
Race Point (Cape Cod)	+ .04	9.2
Sag Harbor	— .35	2 5
Sands' Point	— .01	7.7
Sandy Hook	— 3.39	4.7
Saybrook	— .34	3.6
Sheffield Island	— .13	7.0
Stonington	— 2.05	2.7
Throg's Neck	+ .06	7.3
Vineyard Haven	+ .26	1.5
Watch Hill	— 2.26	2.7
West Point Light	— .20	3.3
Wood's Holl (South Side.)	— 2.48	1.7

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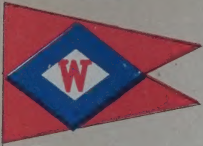
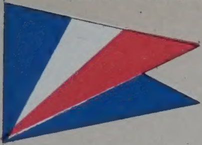


J. Norton Winslow

ALSACIENNE



C. C. Bragg

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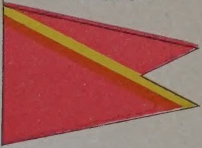
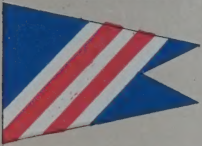


William M. Walker

AMORITA



W. Gould Brokaw

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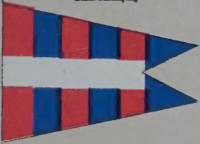
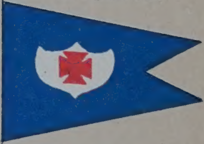


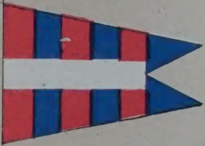
Francis L. Leland

ATLANTIC



Wilson Marshall

AVALON



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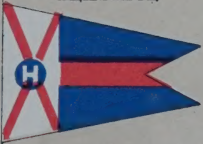

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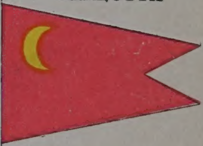
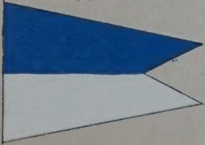
CARLOTTA



Charles F. Ulrich

CLOCHETTE



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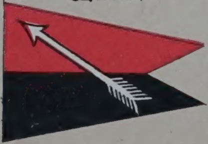

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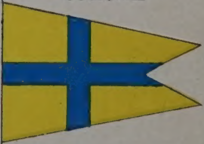
CORONA



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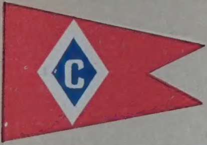
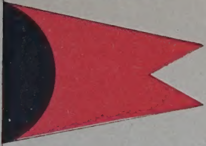


Wm. H. Langley

CRUSADER



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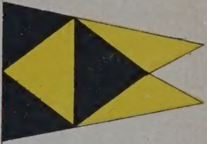

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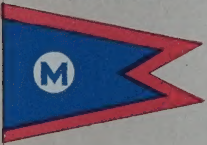
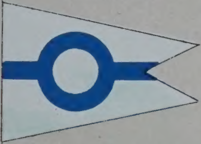


Joseph R. De La Mar

FORTUNA



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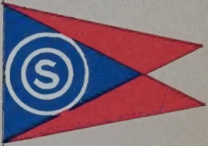

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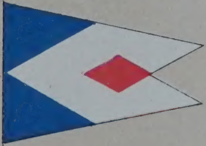
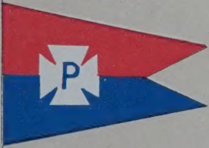
GEVALIA



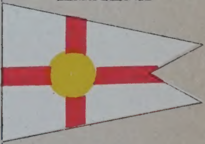
Howard W. Coates

INGOMAR



M. F. Plant

KATRINA



James B. Ford

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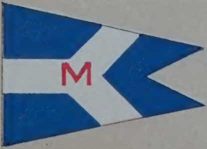
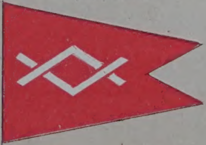


E. P. Morse

LATONA



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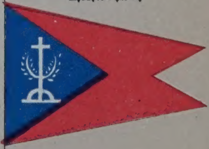

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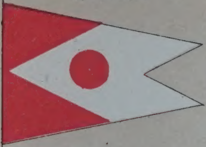

Edward A. Morrison

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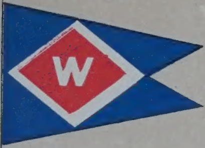
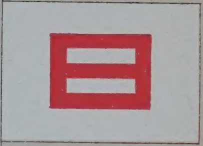


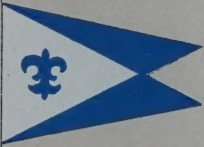
H. F. G. Wey

MARGUERITE



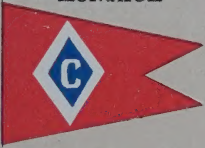
Prescott H. Butler

MILADI



Chas. B. Mason

MONTAUK



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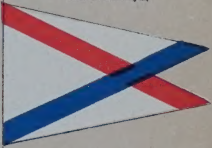
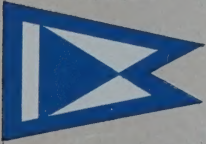
MURIEL



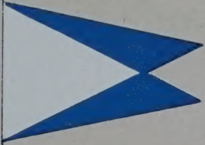
Chas. Smithers

NEAERA



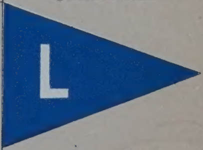
Thos. A. McIntyre

NIRVANA



Geo. G. Tyson

ORITHYIA



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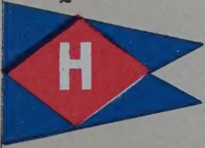

Henry F. Lippitt

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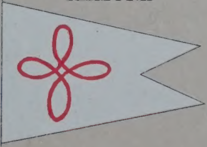

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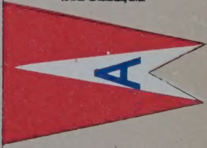

Frederick T. Adams

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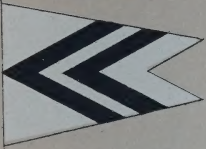
SCHOONERS.

SHAMROCK



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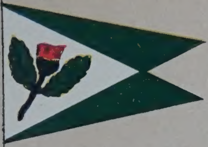

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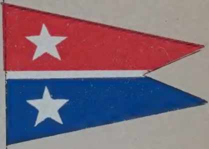

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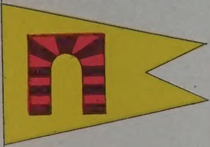

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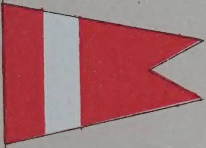

Frank K. Sturgis

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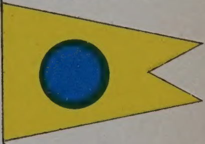

Wm. M. Ivins

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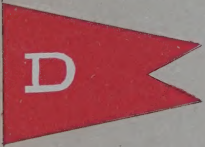

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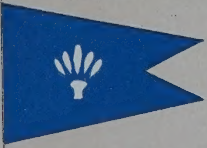
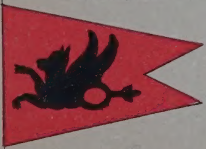


Thomas S. Leoser

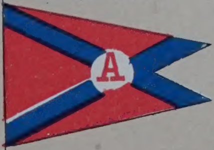
AUXILIARY SCHOONERS.

INTREPID



Lloyd Phoenix

LAURUS



J. C. Ayer

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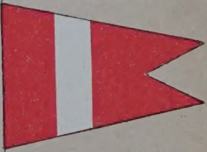

Frank K. Sturgis

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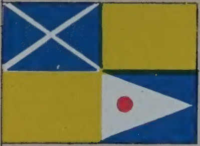
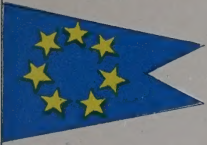


James McLoughlin
Chas. McLoughlin

H. B.



J. M. Macdonough

CABIN SLOOPS, CUTTERS & YAWLS.

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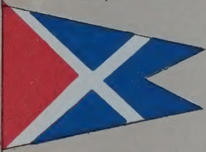

Hy. S. Redmond

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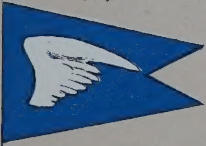

Wm. M. Barnum

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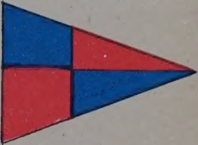

Seymour J. Hyde

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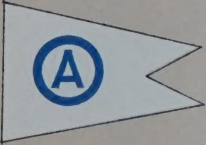

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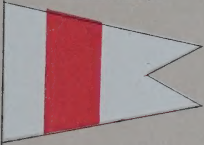

G. Paulding, 2nd

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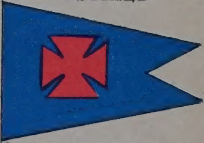

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A. G. Hanan

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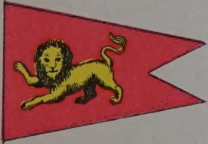

Henry W. Eaton

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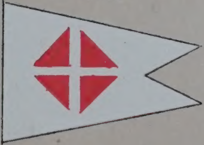

A. K. Bolan

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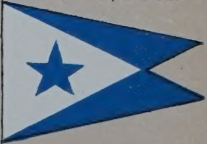

Arthur Gibb

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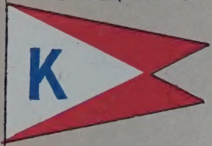
BONNIE KATE



C. E. Knoblauch

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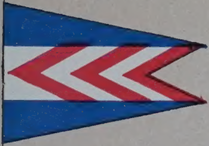

Francis M. Scott

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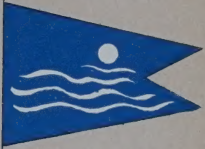

E. H. Weatherbee

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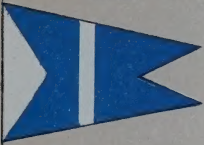

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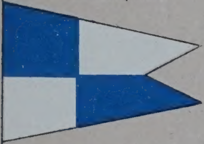

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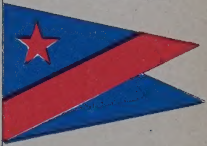

E. W. Clark, Jr.

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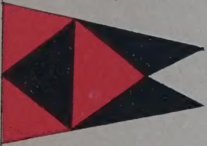

C. Oliver Iselin

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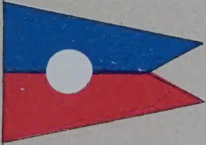
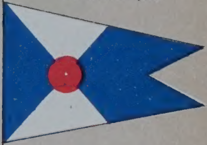


Wm. Butler Duncan, Jr.
et. al.

COUNTESS



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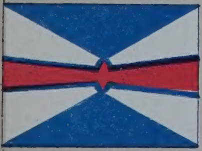

Henry W. Bucknall

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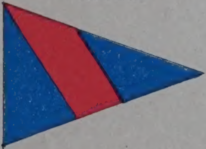

E. N. Brandt, M. D.

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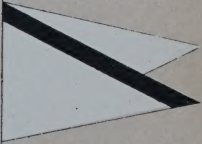

Wm. K. Vanderbilt
et al

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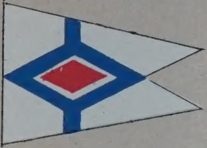
GOBLIN



F. S. Salisbury

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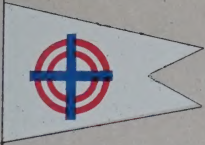
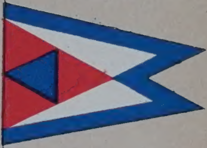


Dallas B. Pratt

GRACE



H. G. Timmermann

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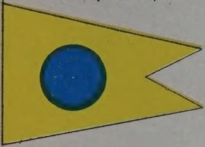

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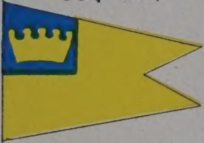

John E. Dwight

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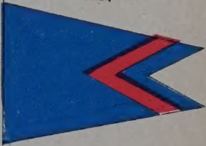

Ralph N. Ellis

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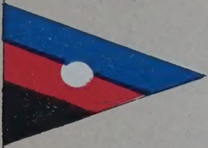

C. L. F. Robinson

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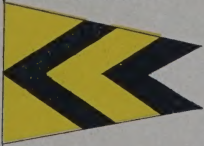

Edward Kelly

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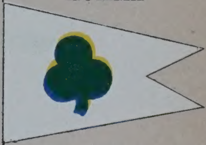
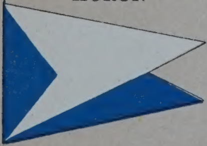


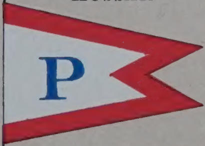
J. Rogers Maxwell

HURON



Edward S. Hatch

HUSSAR



Henry W. Putnam, Jr.

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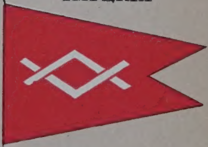

H. C. Eno, M. D.

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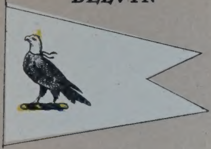
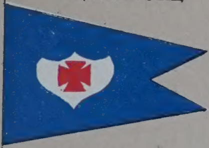


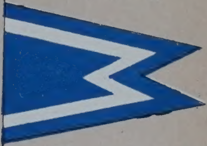
M. R. SCHUYLER

DEPARTURE



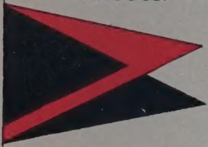
C. BARNUM SEELEY

DOLPHE



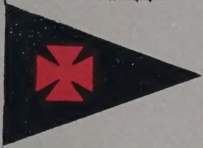
J. ADOLPH MOLLENHAUER

DRAGOON



FRANK M. FREEMAN

DRUSILLA



A. C. TYLER

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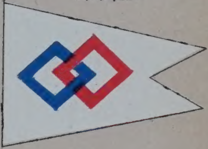

P. T. DODGE

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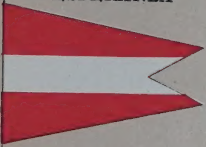
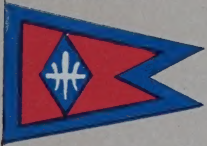


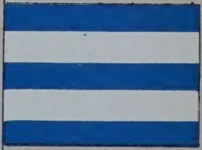
H. O. HAVEMEYER, JR.

EURYBIA



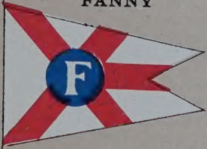
CHARLES PRYER

FANNIE



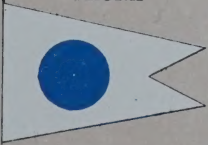
JOHN M. WOODBURY, M.D.

FANNY



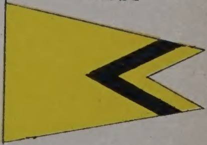
THOS. P. FISKE

FAUNA



MOSES BULKLEY, 2ND

GHOST



PAUL E. STEVENSON

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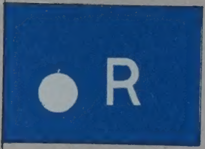
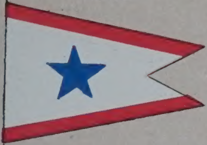
IRENE



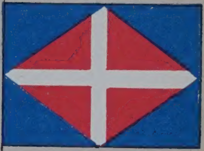
GEO. H. ROBINSON

IREX



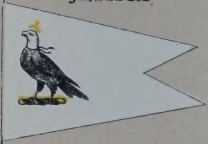
CORD. A. MEYER

ISOLDE



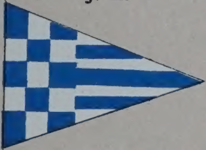
FREDERICK M. HOYT

JESSICA



M. R. SCHUYLER

J. H.



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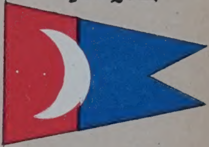

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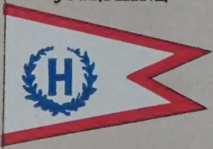

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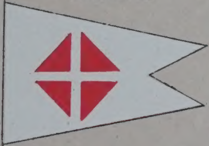

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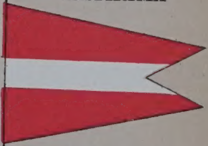

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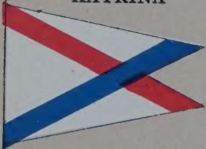

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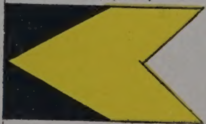

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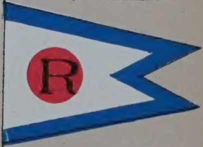

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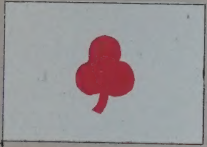

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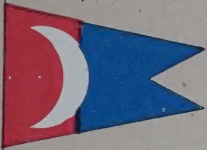

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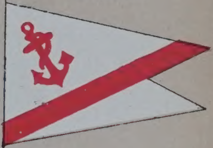

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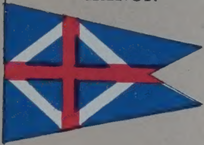

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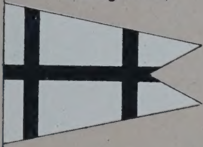

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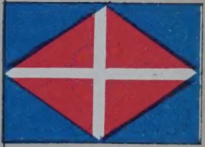

FREDERICK M. HOYT

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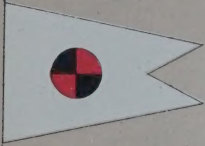

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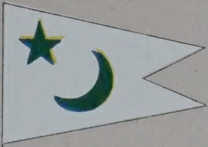

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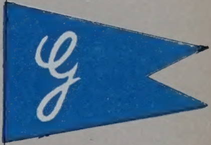
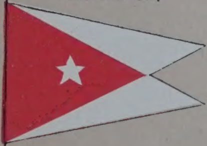


FREDERICK GLASSUP

NAVAHOE



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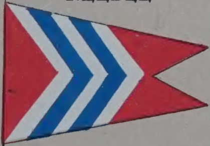

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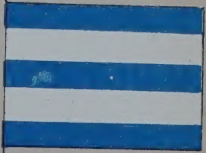

JOHN M. WOODBURY, M. D.

CABIN SLOOPS, CUTTERS & YAWLS.

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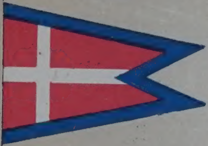

G. M. Barretto

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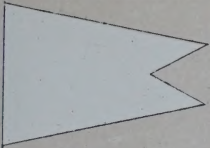

W. L. Ward

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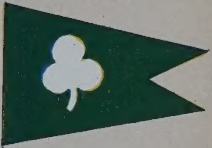

J. R. Maxwell, Jr.

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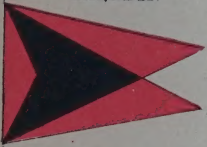

Walter C. Hubbard

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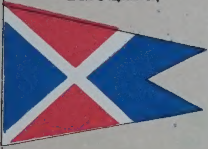

George Bullock

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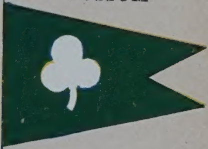

J. R. Maxwell, Jr.

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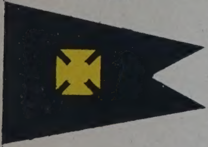

Edwin D. Morgan

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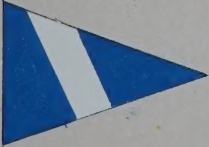

E. L. Hopkins

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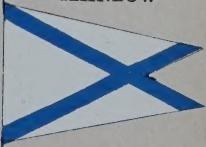
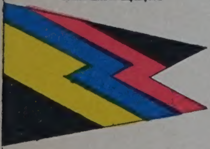


Cornelius Vanderbilt

RAMBLER



J. Ross Collins

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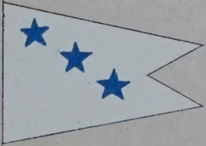

Geo. F. Baker, Jr.

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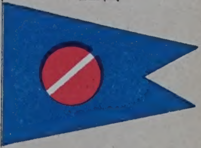

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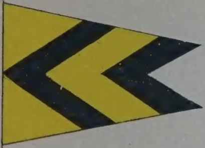

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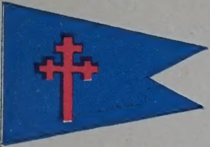

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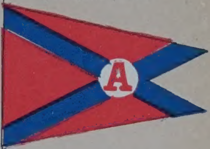

J. C. AYER

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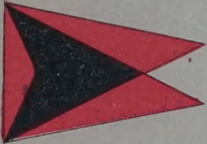

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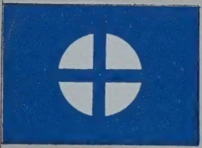

A. B. McCREERY

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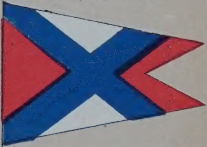
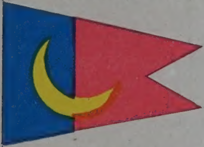


J. MAXWELL WILLIAMS

SIROCCO



H. B. DURYEA

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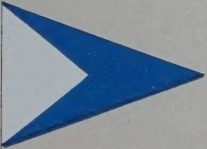
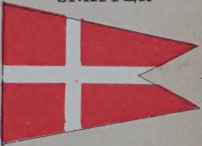


JOHN B. RHODES

SNAPPER



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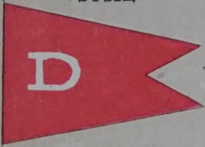

FRANK W. DURYEA

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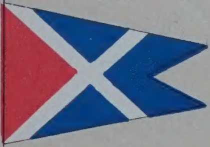

HY. S. REDMOND

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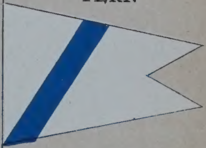

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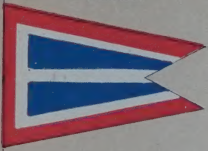

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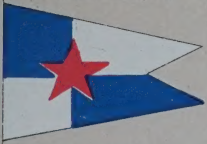
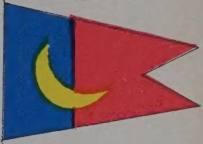


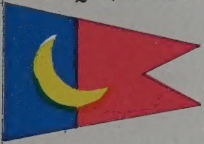
Mayhew W. Bronson

VAQUERO II



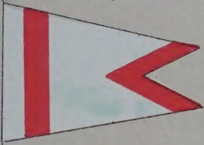
H. B. Duryea

VAQUERO III



H. B. Duryea

VIGILANT



Percy Chubb

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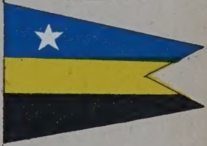

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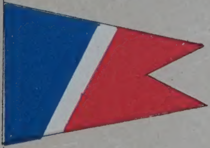

Edward J. Greacen

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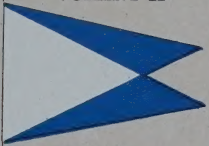

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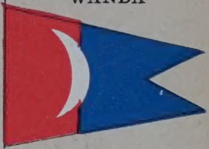
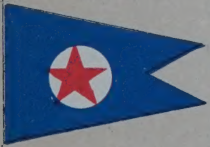


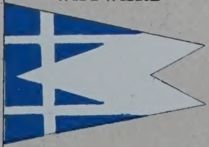
R. B. Roosevelt, Jr.

WAVE



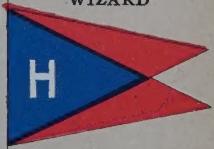
Amzi L. Barber

WAYWARD



D. S. Ellsworth

WIZARD



William Hester

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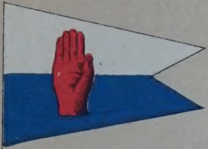
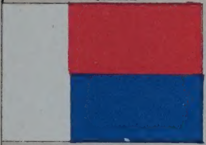


George W. Scott

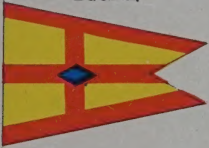
MAINSAIL (CABIN) BOATS.

AGLAIA



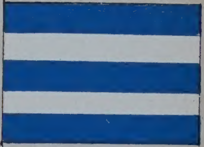
Howard Willets

DIONE



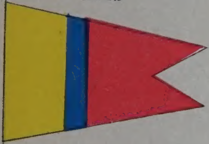
Tarrant Putnam

GREYHOUND



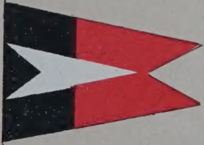
John M. Woodbury, M. D.

IRIS



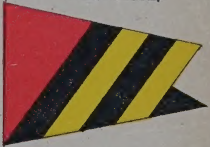
Elbridge T. Gerry

NYMPH



Frederic W. Flint

PASTIME



William Haigh

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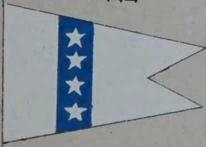
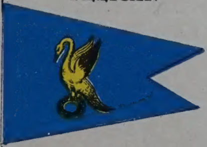


Theodore A. Lord

PELICAN



Howland Pell

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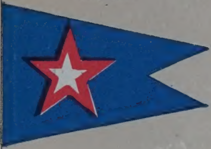
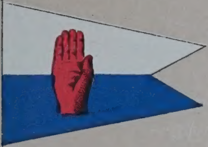
CELIA



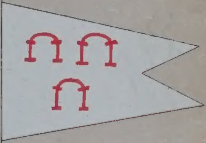
Charles A. Gould

CHIN CHIN



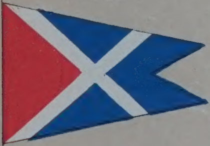
George W. Scott

CONSTANCE



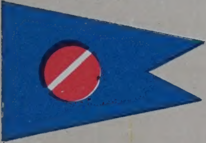
E. M. Post.

DITTO



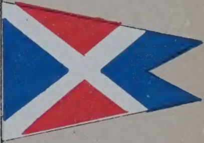
Hy. S. Redmond

FLORENCE



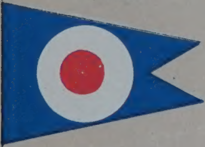
R. H. Eggleston

FOLLY



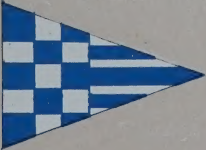
George Bullock

GLORIA



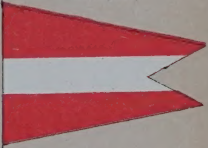
J. R. Maxwell, Jr.

HYALE



Wm. F. S. Hart

IDEAL



H. O. Havemeyer, Jr.

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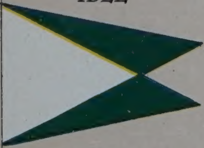

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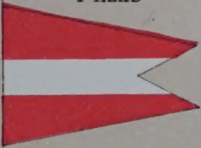

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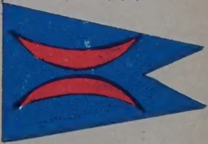

J. M. Ellsworth

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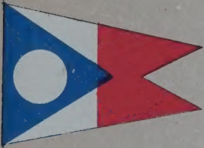
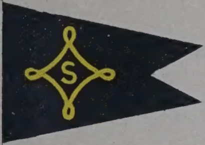
JIB & MAINSAIL (OPEN) BOATS.

LUCILLE



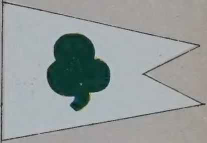
Daniel Bacon

MICROBE



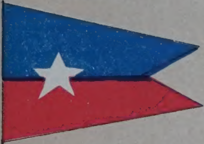
Herbert B. Seeley

MONSOON



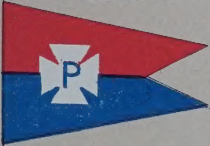
J. Rogers Maxwell

NAHLI



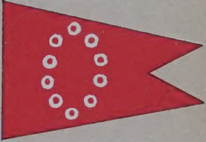
Washington E. Connor

NELLIE



M. F. Plant

ORIENTA



George I. Senby

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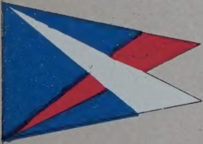

C. C. Worthington

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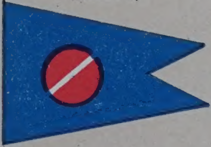
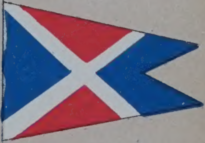


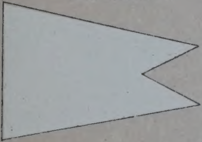
R. H. Eggleston

TAIFU



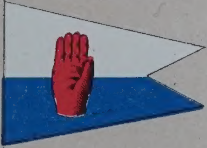
George Bullock

VANADIS



William S. McCrea

WATER WAG



George W. Scott

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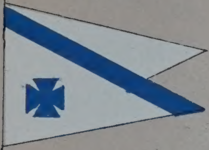
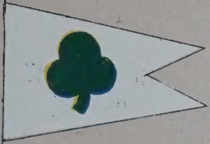
MAINSAIL (OPEN) BOATS.

BLONDE



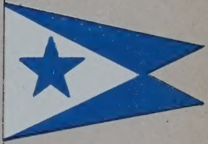
Alphonse Montant

CADDIE



J. Rogers Maxwell

DEARIE



Arthur Gibb

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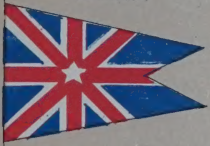
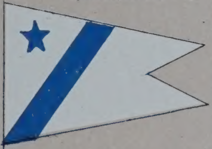


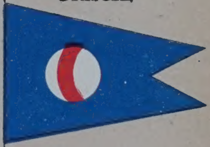
Charles A. Stevenson

FLORENCE



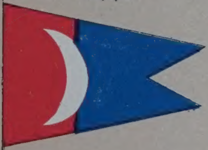
Alphonse H. Alker

GRACIE



Edward G. Unitt

HELM



R. B. Roosevelt, Jr.

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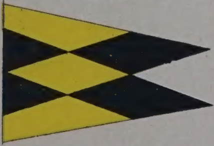
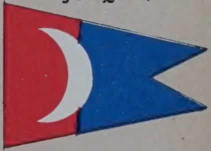


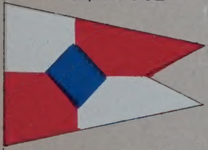
Peter J. Kane

JONQUIL



R. B. Roosevelt, Jr.

KENWOOD



A. B. Cornell

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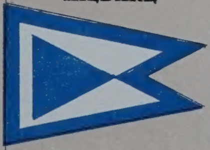
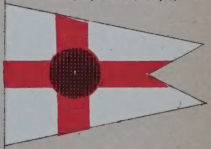


Thos. A. McIntyre

KINGFISHER



Aug. Belmont, Jr.

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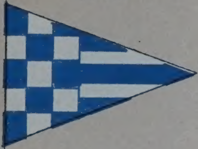
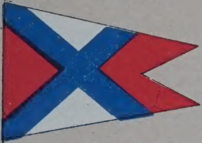
LOON



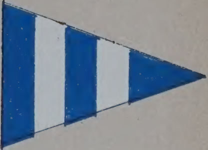
WM. F. S. HART

LOUIE-BELLE



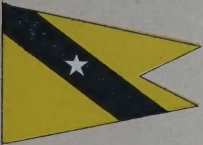
J. MAXWELL WILLIAMS

NEZLE



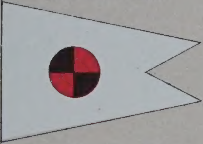
LARCHMONT YACHT CLUB

SAHIB



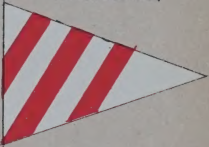
WILLIAM S. ALLEY

SANDPIPER



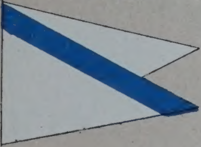
AUGUST BELMONT

SHIPMATE



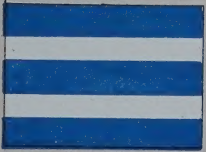
CHARLES H. OSGOOD

THE KID



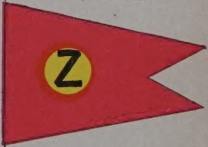
BAYARD THAYER

THERA



JOHN M. WOODBURY, M. D.

ZINGA



W. NEAL BANKS

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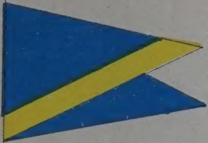
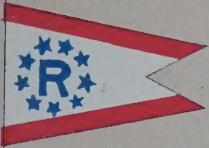
STEAMERS.

AILEEN



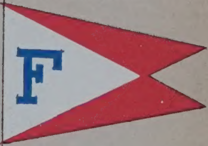
Wm. B. Leeds

ALBATROSS



Jacob Ruppert, Jr.

ALLITA



John H. Flagler

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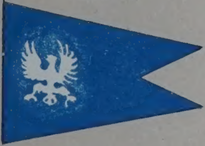
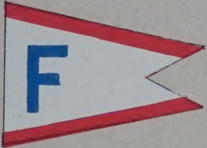


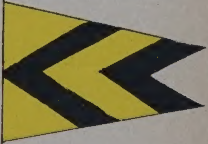
Geo. B. Wilson

ARROW



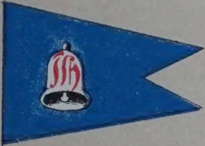
Chas. R. Flint

BARRACOUTA



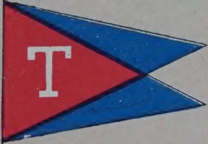
Edward Kelly

BELLEHAZEN



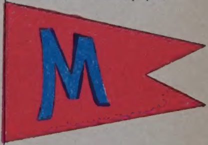
Hazen L. Hoyt

BO-BEEP



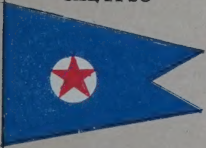
Edward H. Townsend

BUCCANEER



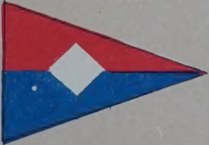
F. T. Morrill

CALYPSO



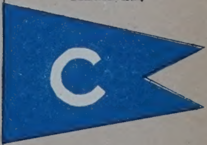
Amzi L. Barber

CAMILLA



M. C. D. Borden

CARRIE



Israel J. Merritt

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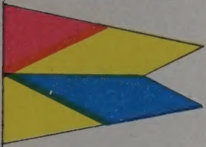
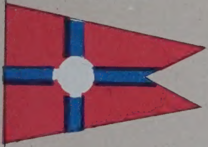
STEAMERS.

CHRISTABEL



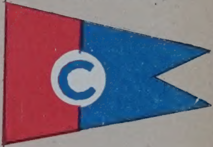
Adrian Iselin, Jr.

COLONIA



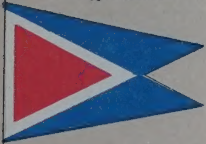
F. G. Bourne.

COLUMBIA



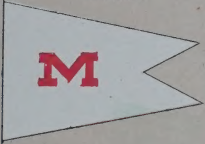
J. H. Ladew

CONQUEROR



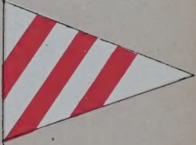
Fred'k W. Vanderbilt

CORA



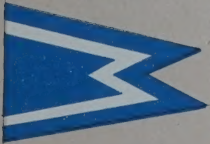
Dave H. Morris

CYPHER



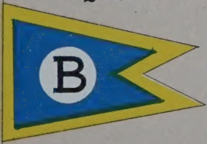
Charles H. Osgood

DAWN



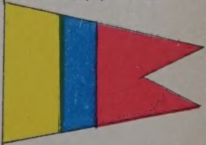
J. Adolph Mollenhauer

DUQUESNE



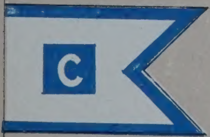
Jas. G. Butler

ELECTRA



Elbridge T. Gerry

ELIZABETH



Chas. J. Coulter

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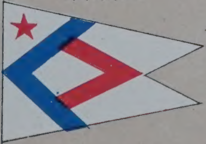
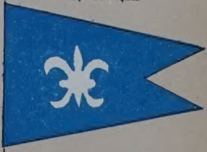


H. Darlington

EMBLA



John T. Williams

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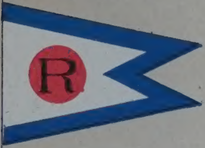
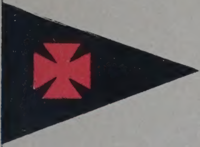
EMELINE



STEPHEN W. ROACH

FEDALMA



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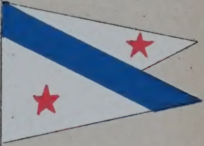

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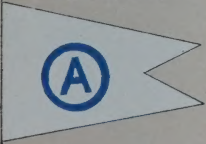

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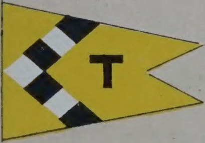

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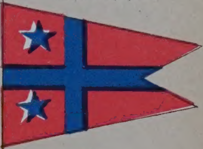

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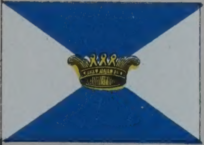

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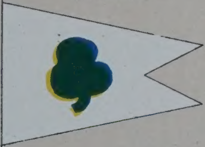

J. ROGERS MAXWELL

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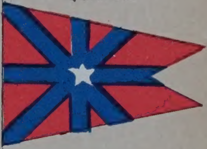

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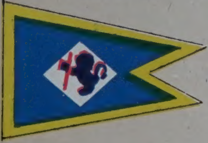

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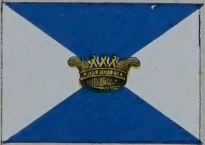

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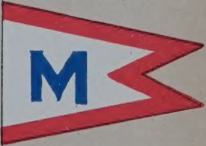

CHRISTIAN M. MEYER

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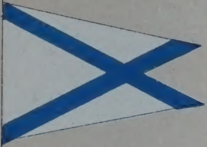
MIRAGE



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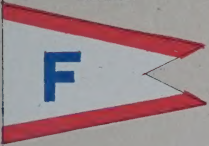

CHAS. R. FLINT

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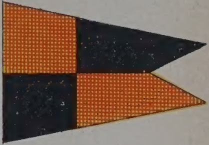

HENRY WALTERS

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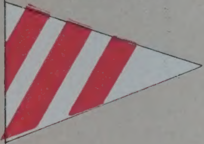

CHARLES H. OSGOOD

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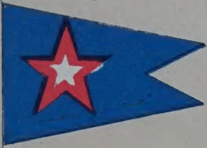

CHARLES A. GOULD

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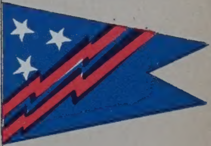

HOWARD GOULD

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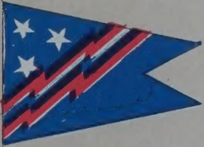

HOWARD GOULD

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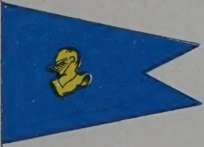
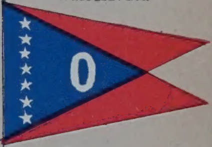


FRANK TILFORD

ORIENTA



EDWARD R. LADEW

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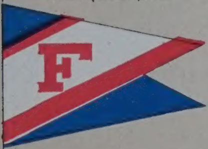

NATHANIEL L. FRANCIS

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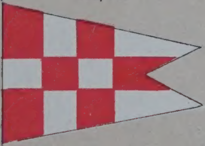

GEORGE L. RONALDS

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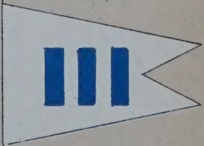

ANDREW MCLEAN

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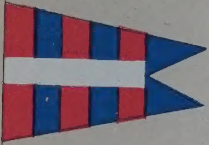
SAFA-EL-BAHR



Francis L. Leland

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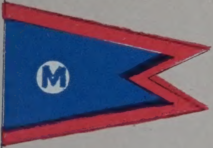
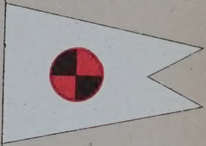


Joseph R. De La Mar

SCOUT



August Belmont

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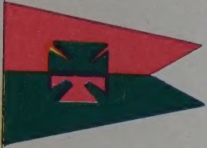

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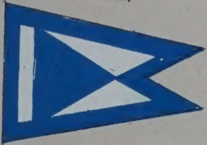

Thos. A. McIntyre

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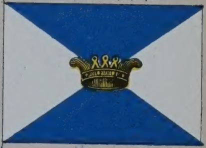

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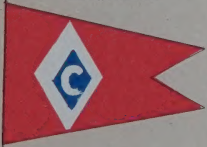

Wm. H. Langley

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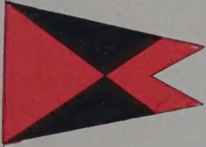

Edward M. Brown

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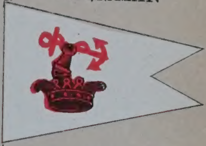

Samuel B. Sexton

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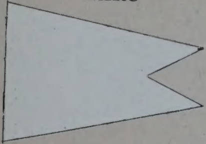

E. M. Post
O. F. Thomas

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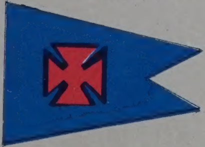

John H. Hanan

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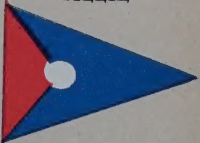

F. L. Osgood

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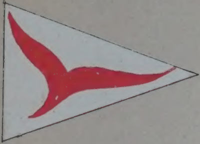

E. E. Smathers

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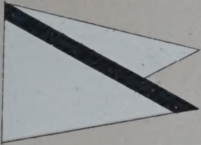

Wm. K. Vanderbilt

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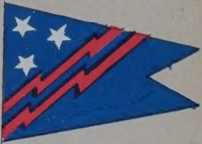

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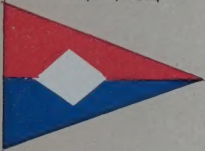

M. C. D. Borden

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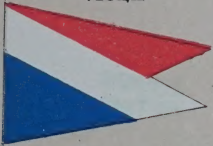

A. Baudouine

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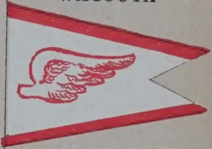

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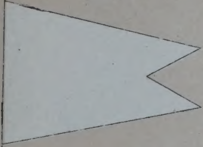

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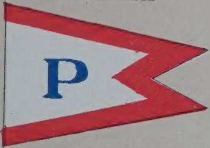

Henry W. Putnam, Jr.

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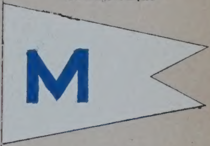
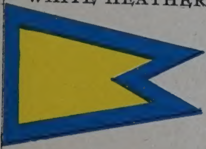


Thomas Manning

WHITE HEATHER



H. I. Drummond

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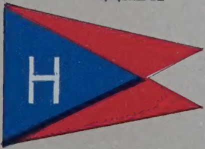

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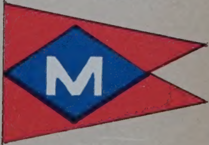

Harrison B. Moore

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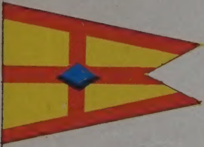
LAUNCHES.

ADA



Tarrant Putnam

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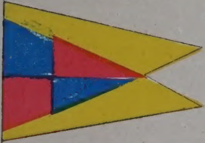

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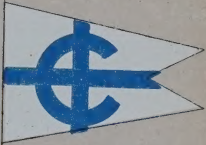

Geo. R. Crossley

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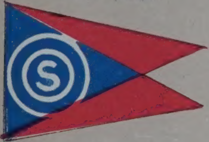
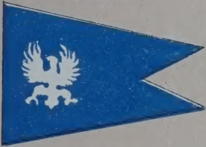


Robert F. Straine

BONAIR



Geo. B. Wilson

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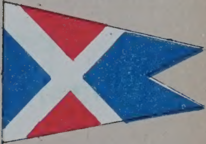
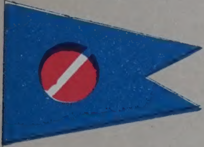


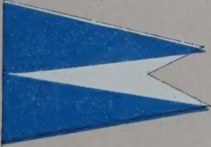
George Bullock

CONSTANCE



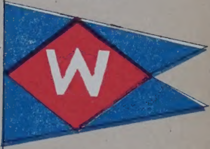
R. H. Eggleston

COQUINA



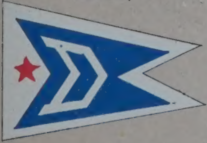
Harry Bentz

DART



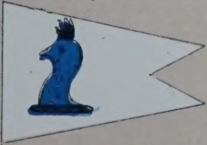
W. R. Whitner

DIXIE



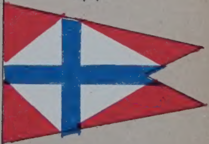
J. M. Daggett

ECHO



F. J. H. Merrill

ELF



Augustin Monroe

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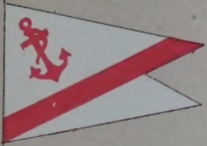
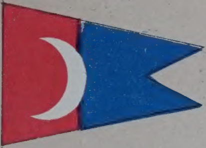


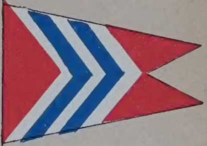
CLIFFORD V. BROKAW

GO AWAY



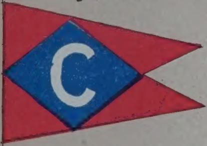
R. B. ROOSEVELT, JR.

IMP



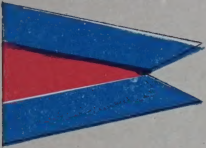
H. T. SHRIVER

JESSIE



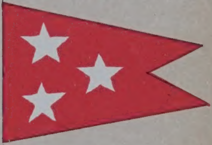
A. COSTELLO

KEMSLEA



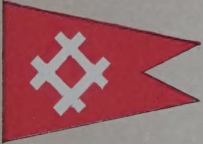
EDWARD WINSLOW

LADY OF SHALLOTT



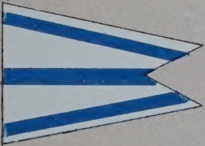
T. W. WOODFORD

LAMBKIN



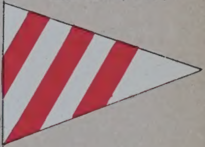
CLAY M. GREENE

LEVANTER



A. MARSHALL

MACHETTE



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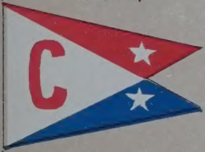
MARIE



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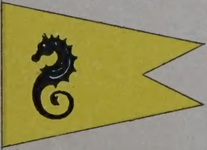
MARINA



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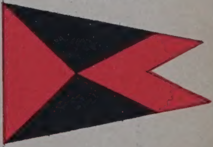

EDW. M. BROWN

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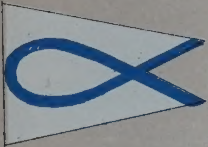
LAUNCHES.

MONKS



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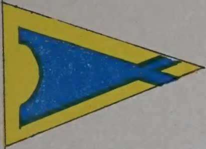
MUIDAS



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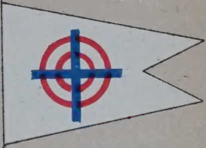
O'KEETEE



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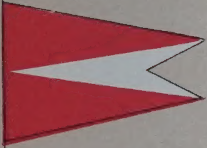
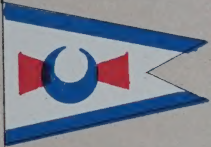
POLLY



F. F. PROCTOR

RAMBLER



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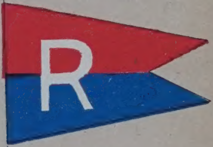
RUDOLPH



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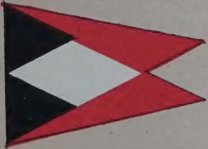

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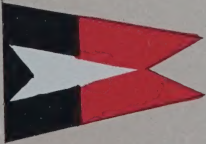

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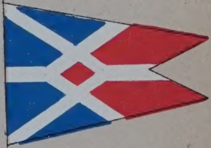

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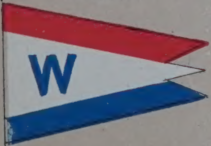
TARPON



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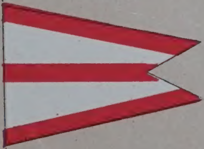

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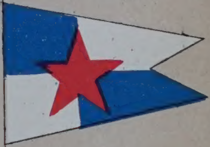

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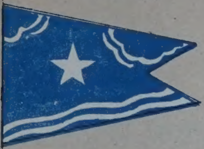
LAUNCHES.

TWINKLE



E. H. Weatherbee

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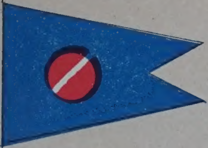

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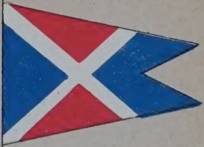

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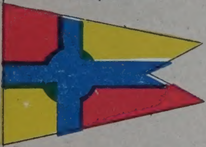
V'LAN



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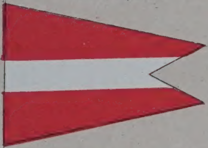
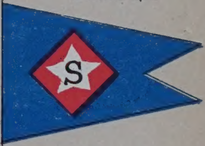


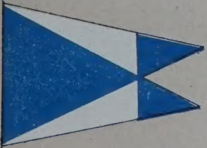
H. O. Havemeyer, Jr.

WONDER



Geo. G. Stow

SIGNALS (NON-YACHT OWNERS).



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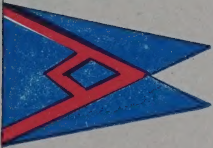

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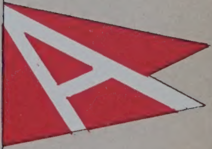

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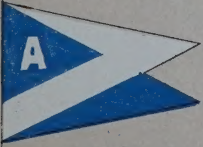

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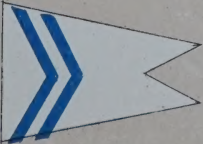

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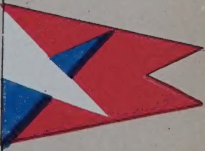

Charles A. Appleton

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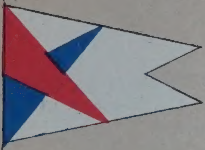
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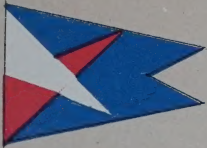
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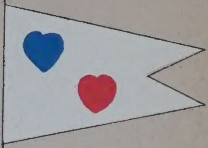
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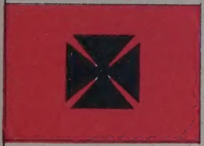
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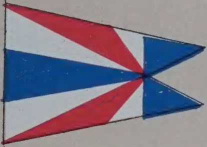
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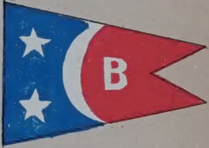
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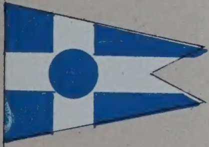
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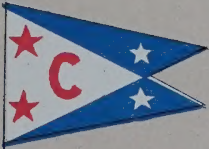
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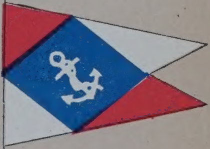
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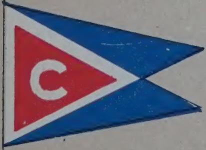
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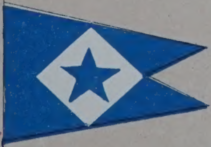
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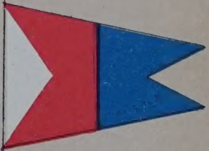
George H. Church

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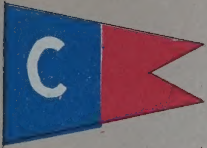

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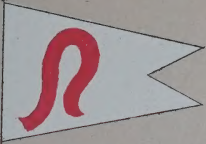

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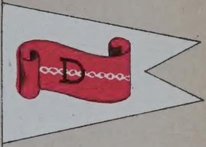

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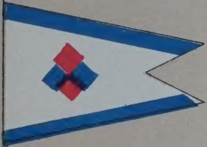

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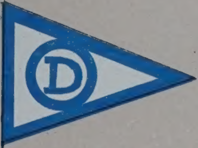

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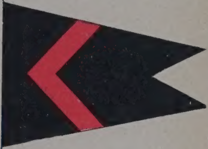

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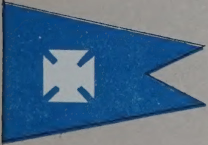

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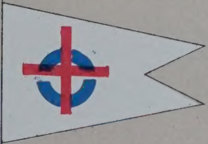
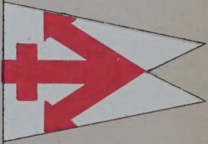


Cyrus Edson, M. D.



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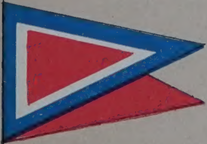
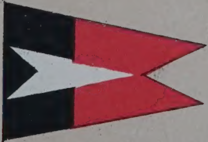


Thos. R. Fisher
R. C. Fisher



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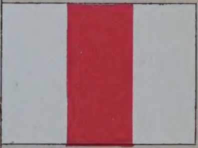

Harold S. Forwood

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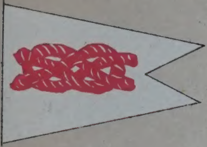

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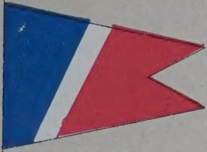

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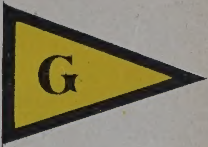

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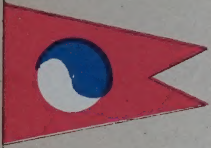

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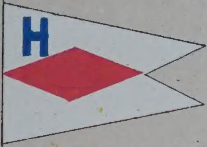

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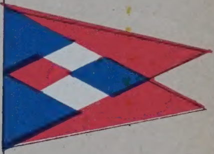

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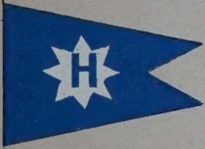

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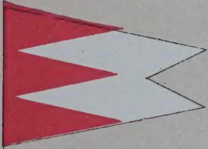
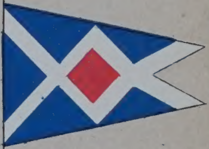
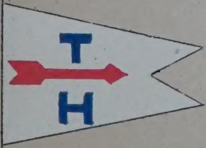


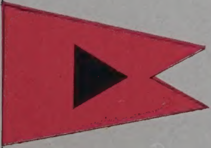
H. H. Hendricks



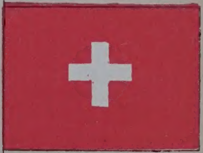
D. Herbert Hostetter



Theo. R. Hostetter



Randolph Hurry



Adrian Iselin

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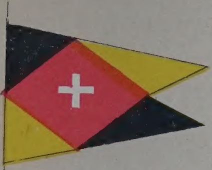
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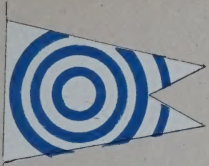
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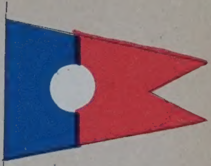
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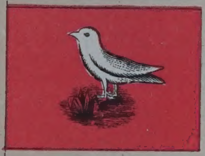
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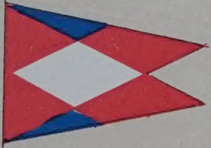
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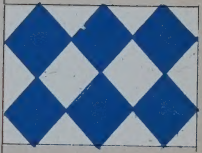
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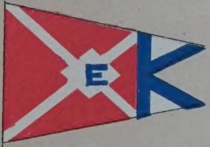
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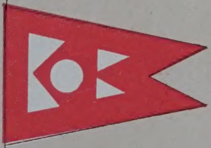
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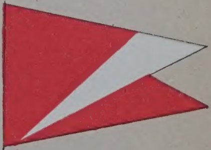
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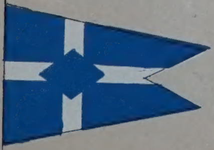
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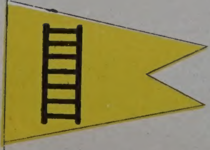
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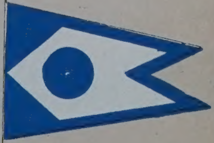
JOHN F. LOVEJOY

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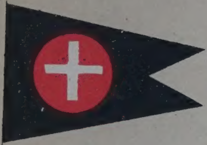

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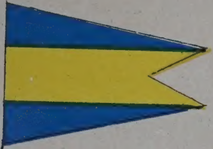

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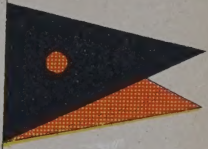

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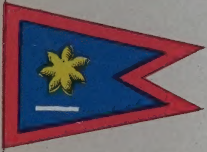

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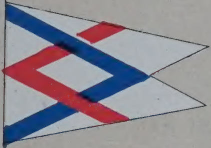

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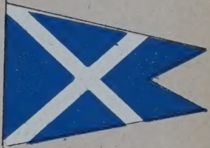

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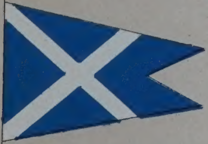

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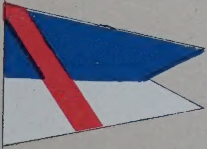

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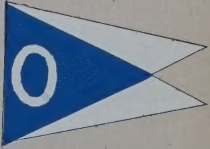

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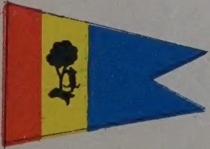

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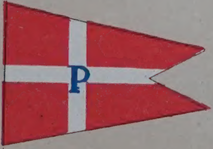

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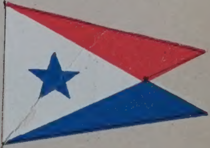

F. S. Pearson

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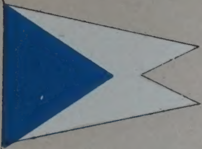

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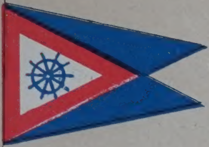

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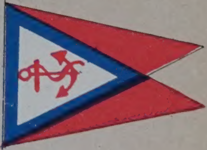

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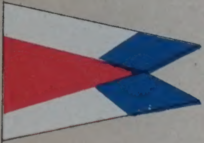

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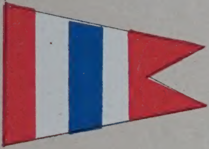

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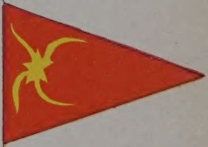

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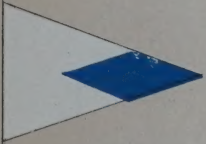

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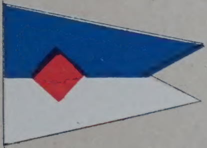

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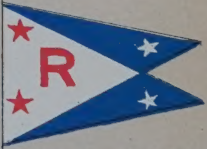

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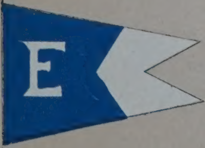

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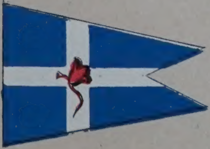

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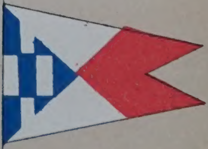

HAROLD A. SANDERSON

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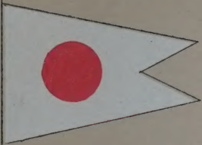

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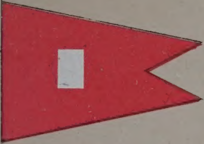

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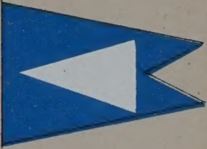

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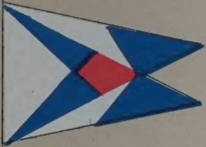

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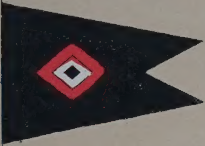

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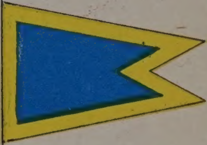

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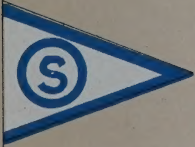

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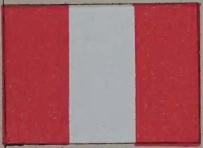

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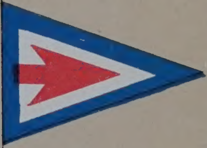

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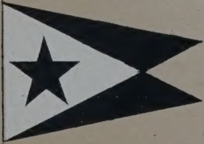

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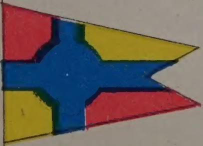

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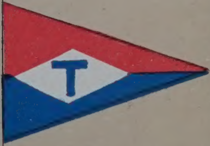

C. A. Tatum

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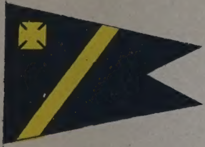

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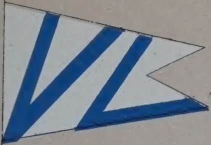

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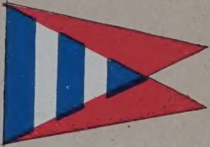

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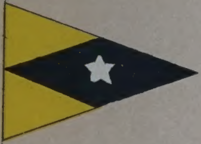

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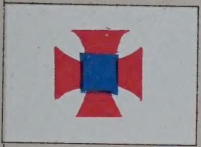

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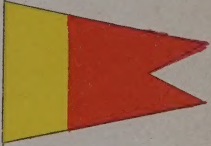

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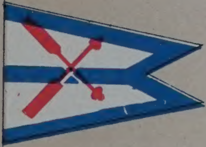

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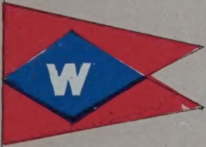

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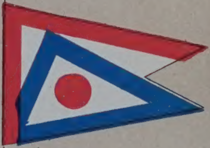

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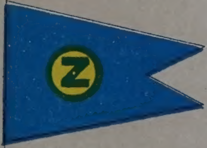

WILLIAM ZIEGLER

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